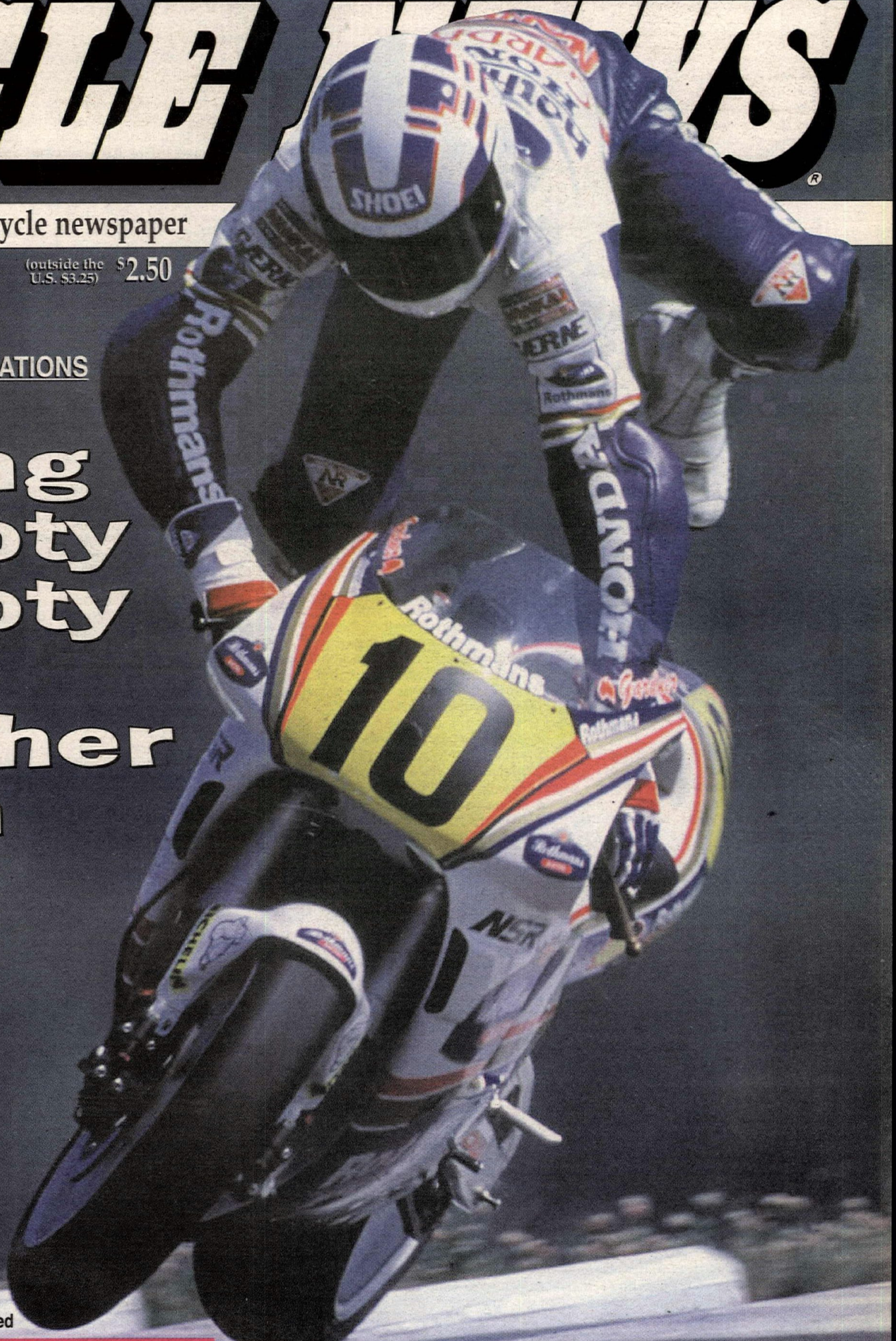
# Supercross Win to Ezra "Mr. Anaheim" Lusk


# CYCLE NEWS®

America's weekly motorcycle newspaper

February 17, 1999: Number 6 (outside the U.S. $3.25) $2.50


THE TRIALS AND TRIBULATIONS OF THOSE WHO CRASH

## Putting Humpty Dumpty back together again

Wayne Gardner gets flicked


TIME DATED MATERIAL, MAILED FEBRUARY 9, 1999

TIME DATED WEEKLY NEWS


**Kenny Roberts Jr. interview**

**PJ1 National Arenacross**

**Flint Ice Racing Championships**

## In the Wind

**Mike Lafferty** (KTM) won the opening round of the AMA National Championship Hare Scramble Series at Hollister Hills, California, on February 7. Lafferty took the win ahead of **Doug Blackwell** (Yam), **Brian Garrahan** (KTM), **Kelby Pepper** (Yam) and Australian **Shane Watts** (KTM). Former National Hare Scrambles Champion **Scott Summers** (Hon) finished sixth.

**Ty Davis** (Yam) maintained the unofficial title of "King of Adelanto" at this year's running of the Desert Vipers Adelanto Grand Prix in Adelanto, California, February 6-7. Davis won the Pro, Four-Stroke, 0-200cc and Open races. In the premier Pro race, Davis was followed across the finish line by **Larry Roeseler** (Kaw), **Greg Zitterkopf** (Kaw), **Johnny Campbell** (Hon) and **Dave Ondas** (Kaw) - all were on Open bikes. **Shane Esposito** (Kaw) was the first 250cc finisher in the Pro race, followed by Russ Pearson (KTM). Zitterkopf won Saturday's Unclassified race and Healey won Sunday's 250cc race.

After a horrible night on Friday, February 5, in round 21 of the AMA/PJI National Arenacross Series, **Jeff Willoh** (Hon) bounced back to win both the 125 and 250cc classes on Saturday, February 6, in round 22. Willoh beat **Buddy Antunez** (Suz) and **Jeromy Buehl** (Hon) to win Saturday's 125cc final, then stopped Buehl and **Cliff Palmer** (Kaw) to win the 250cc final. Friday's 125cc win went to **Denny Stephenson** (Hon) over Antunez and Palmer, with Palmer taking the 250cc win over Antunez and **Mike Jones** (Kaw). After 22 of 34 rounds, Palmer leads the championship over Antunez, 687-671. Willoh is third with 643 points.

**Spud Walters** (Yam) won the Stadium Thunder Bike final in round five of the U.S. Off-Road Championship in Phoenix, Arizona, on February 6. Walters topped **Scott Meyers** (Yam) and **Robert Naughton** (Yam).

Dutch rider **Leon Geisbers**, making his debut as the number-one rider on the factory Suzuki team, opened up the European motocross season with a win on February 8. Geisbers fought through a massive snowstorm that left the Koersel track in Belgium a white mess. Giesbers, who also won the opening motocross of the 1998 European season, led home former Suzuki top gun **Marnicq Bervoets**, who is now a Kawasaki factory rider, and Husqvarna's 500cc GP rider **Johan Boonen**. Stefan Everts and 500cc World MX Champion Joel Smets both missed the event due to injury (Smets) and illness (Everts).

**Kenny Roberts Jr.** ended the four-day IRTA Grand Prix test at the new circuit in Sepang, Malaysia, on February 5, as the fastest of the 500cc GP riders. Roberts lapped at 2:06.655 on the factory Suzuki to top Yamaha's **Norick Abe** and **Max Biaggi**, who lapped at 2:06.819 and 2:07.074, respectively. "In Australia last week and also for the last few days here, we've been concentrating on testing and evaluating different mechanical options," Roberts said on February 5. "Today was the first time I was able to just concentrate on lap times. It's good to know that the bike is up to it, when we still have some more things we can improve. I believe we could have found another half-second with a different suspension-and-chassis combination we still want to try, and there's more to come after that. At the moment, I believe the bike is at about 80 percent of what we need to beat Mick (Doohan). We've asked Suzuki for more power and acceleration, and we're moving ahead all the time on the chassis. There's work to be done, but so far we're on target. I've worked hard on my own condition, and - though I was never really unfit before - I'm fitter and stronger now than I have ever been. I can feel it when I'm on the bike. I'm feeling really positive, and so is the rest of the team."

**Max Biaggi** crashed on the final day of testing in Malaysia, escaping without injury. "I crashed this morning, but it was a first-gear corner and I just carried on back to the pits on the same bike," Biaggi said. "I managed to improve my time by well over a second on the final day, so I'm satisfied with the result of the test. I still think I could have gone faster, but we had a few problems with rear traction and stability that we were working on. I was probably a little happier with my result at Phillip Island last week, but we know which areas we have to work on. Our target is to be competitive for the first race, and I am confident we'll achieve that. I love this track. It's fantastic - somewhere between Brno (Czech Republic) and Barcelona (Spain), and medium fast. I would say the facilities are some of the best in the world here." **Simon Crafar** was the third quickest of the Yamaha men at the test, lapping at 1:08.410 on the Red Bull Yamaha - which is now shod in Michelin tires. Behind Crafar came Biaggi's teammate **Carlos Checa** and Red Bull's **Regis Laconi**. Honda didn't take part in the Malaysian test.

**Valentino Rossi** was the quickest 250cc rider at the Malaysian test, lapping at 2:08.647 on his factory Aprilia. Yamaha's **Olivier Jacque** was next at 2:08.879.

Road racer **Mark Miller** will ride a Rich Stanball-tuned Attack Performance Yamaha R1 in the 1999 AMA Formula Xtreme Series. "I'm looking forward to working with Rich Stanball in Formula Xtreme this year," Miller said. "He has built some of the fastest bikes I've seen and has a good handle on what it will take to win races in '99. This will easily be the most competitive Formula Xtreme field to date and, considering the players, should be an absolute blast to watch." Johnny Rock Page will join Miller on the team, and the pair will use Dunlop tires. Miller finished third in the 1998 AMA Formula Xtreme Series, riding a Graves Motorsports-backed Yamaha R1, winning the Pikes Peak round of the series along the way.

Well-known motocrosser **Brian Manley** suffered serious injuries in a crash on January 24 in Phoenix, Arizona. Manley suffered a broken back, and the full extent of his spinal injury won't be known for a few more days. Manley is currently in the Rancho Los Amigos Medical Center at 12500 Erickson Street, JPI 3 South, Downey, CA 90242.

It's official: Legendary racing broadcaster **Dave Despain** has joined the Speedvision Network and will host "**Victory Circle**," the network's latest addition to its historical motorsports programming. Despain will also serve as the new host of "**Bike Week**," the weekly 30-minute motorcycle show. Despain's "Victory Circle" debut will be on February 4 at 10 p.m. (Eastern), and his "Bike Week" debut will air at 7 p.m. (Eastern) on March 4. In addition, Despain will also help unveil the newest Speedvision show, "Motorcyclist," a magazine show developed in conjunction with the editors of the print magazine of the same name, on March 9 at 7:30 p.m. (Eastern). In addition to the featured shows, Despain will also go back to play-by-play announcing as the lead man in all of Speedvision's live coverage of the AMA Superbike Series. Freddie Spencer and Dave Sadowski will join Despain in providing commentary for Speedvision's superbike coverage.

Road racer and *Cycle News* contributor **Cary Lurie**, 36, was killed during open practice at Talladega Grand Prix Raceway in Alabama on February 6. Lurie, of Gulfport, Mississippi, died from head injuries after high-siding his 1997 Suzuki TL1000S. Condolences can be sent to Lurie's father, Charles Lurie, at 14161 Spruce Ct., Gulfport, MS 39503.

After the first day of the three-day World Superbike test from Phillip Island, Australia, on February 8, Castrol Honda's **Aaron Slight** was the fastest of the testers, lapping at 1:33.961 - just a tenth of a second quicker than Ducati's **Troy Corser**. Slight's first day at Phillip Island was an eventful one, as he suffered a bruised thigh when he struck a seagull in the morning, then crashed without injury in the afternoon. "It's all happening out there - to me," Slight said. "The bird was bad this morning. I really gave it a whack and when I got back to the pits, my boot was covered with bits of feather. My left leg was pretty bruised and sore, but at least it didn't hit my head. When I crashed in the afternoon, the front just went away without any warning at all - maybe because of the new track surface. The new surface makes it feel like a new racetrack at the moment, and I think we'll all struggle with tires." Behind Corser came Slight's teammate, Texan **Colin Edwards II**, at 1:34.392. Fourth and fifth were Kawasaki teammates Akira Yanagawa and Gregorio Lavilla. Ducati's Carl Fogarty was sixth fastest after the first day. "I can't seem to get 'round here like I want to at the moment," Fogarty said. "The track is so different - it's like having a brand-new track. I'm not confident about the grip yet. It looks okay, but I think the track can catch you out easily, so you've got to be on your toes."

Yoshimura Suzuki's **Mat Mladin** came away from the two-day AMA Superbike test at Laguna Seca Raceway in Monterey, California, February 3-4, with the quickest lap times. The Australian lapped at 1:27.4 to barely edge out Harley-Davidson's **Scott Russell**, who turned in a 1:27.5. **Jason Pridmore** was third fastest at 1:28.0. The fastest 600cc Supersport time was turned in by Erion Honda's **Nicky Hayden** at 1:30.4. Erion Racing's **Kurtis Roberts** edged Hayden as the quickest

# Fogarty quick in Kyalami

Reigning World Superbike Champion Carl Fogarty put three months of racing inactivity firmly behind him with a dominant three-day performance at the first all-teams test at Kyalami, near Johannesburg, in South Africa.

His first outing since he won his third title in dramatic fashion at Sugo in October 1998 saw him top the time sheets on all three days and destroy the previous best-ever lap at Kyalami on the final day. A 1:43.111 lap, with his Ducati Performance 996 on qualifying tires, was half a second faster than the 1:43.668 set by next-fastest man, Troy Corser - and significantly ahead of Pier-Francesco Chili's official lap record of 1:43.970 set in cooler conditions last year.

"I'm shocked to be going this fast this soon," said the fired-up Englishman. "I've always been more of a racer than a qualifier, and I'm usually down in fifth or eighth at this stage. I think it's because my confidence is still so high after winning the title last season."

Fogarty seemed hungry enough for saddle time and completed several race-distance tests of, among other things, 42mm Ohlins front forks instead of the more-usual 46mm items.

"They certainly don't feel any worse than the 46s, and I did set my best times on them..." said Fogarty.

Aprilia 250cc Grand Prix-style caliper brackets (holding the caliper at each end, for enhanced rigidity and more consistent pad wear) adorned both Fogarty's and Corser's bikes for much of the test.

This was the first test of the year for the enlarged Ducati Performance team, and an almost entirely successful one, as Corser was the only other rider to break into the 43s, with 1:43.668 being set in the final session. The '96 World Superbike Champion crashed in the attempt to go faster still, and he also suffered a scary moment when an oil-cooler matrix let go on the last day, coating the rear tire and necessitating a precautionary change of unit on both the Ducati riders' bikes.

Colin Edwards II was consistently fast throughout and claimed that his 1:44.270 best was more the result of running race tires instead of qualifiers.

"The main changes are to the suspension," Edwards said. "The only way to ride this bike is to ride the front - and that is not my usual style. But now we have a front setup which I can use."

The reigning Supersport World Series Champions, Team Suzuki Alstare, were having their first swim in the World Superbike pool with proven winner Chili and ex-GP pilot Katsuaki Fujiwara. Chili impressed first, being one of the few into the 1:44 bracket on the second day of testing, but there he stayed after spending the last day experimenting with chassis and EFI setups. Still, being the fastest man in a new team, on a new bike, and just a little slower than the only other teams to have won recent World Superbike Championships was very encouraging for Chili.

"It's a big shock to get on a four-cylinder after the Ducati," Chili said. "I think the lap times are already good for the first test against all the other teams. I am only here to learn the bike, to understand it and the tires. At the moment I am quite happy."

Two entirely new World Superbikes made their debut at Kyalami: the Yamaha R7 OW02s of Noriyuki Haga and Vittoriano Guareschi, and the other Italian V-twin, Peter Goddard's Aprilia RSV Mille.

Unsurprisingly, these new bikes packed out the last few places on the time sheets, but neither is in its final engine or chassis configuration.

Of the riders, Guareschi was particularly impressive, especially after turning a final-day high-side crash to his advantage.

"I fell this morning, and that taught me just how focused you need to be," he said. "I then spent three hours just thinking and went out in a good frame of mind to do my best time."

He didn't quite manage to demote Noriyuki Haga from one position ahead of him, despite the relatively few laps completed by the find of the 1998 series.

Aprilia's 60-degree V-twin RSV had a respectable first test against the more-seasoned teams and machines. Lone Aprilia rider Peter Goddard was very impressed by the chassis setup on the physically large RSV racer, but acknowledges that the engine needs more work before the bike can achieve a truly competitive status in the World Championship.

**Gordon Ritchie**

# No harm, no foul

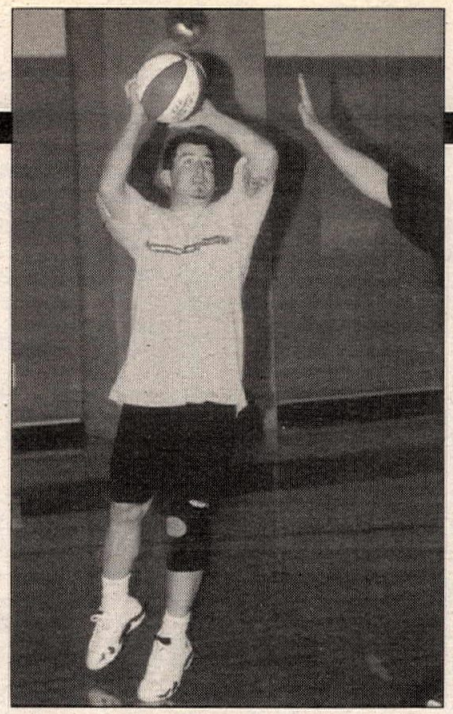


PHOTO BY FRANK HOPPEN

Despite the best efforts of the likes of non-Oakley-sponsored riders such as Jeremy McGrath (shown), Jimmy Button, Jeff Emig and Phil Lawrence, the team lost to the crew from Oakley during the second annual Oakley MX Basketball Game at Oakley's headquarters in Foothill Ranch, California, on February 3. Among those featured at the game were Oakley's Ryan Hughes, Ryan Huffman, Mikael Pichon, Larry Ward, Grayson Goodman and others.

Formula Xtreme rider, with the young Californian lapping at 1:29.2 to Hayden's 1:29.4. "It's starting to work really good," Russell said of the VR1000 on Monday, February 8. "I'm excited again. We stumbled on something at Laguna, and it's really handling good. If we keep going, we'll be right there."

**Miguel DuHamel** returned to action at the Laguna Seca test, February 3-4, lapping at 1:31.9 on his factory Honda CBR600 F4. According to sources close to DuHamel, that was some three seconds quicker than he expected to go. DuHamel is still recovering from the badly broken leg he suffered last June at New Hampshire International Speedway.

Chaparral Suzuki's **Damon Buckmaster** suffered a broken wrist and broken vertebrea in his neck during a motocross-riding accident on February 7 in Southern California. The full extent of the Australian's injuries weren't known at presstime. Buckmaster is slated to begin his 1999 AMA Supersport campaign during Bike Week at Daytona.

Entries for the **1999 WML/AMA Ladies International MX Cup Championships** are now open. The event will take place in Johnstown, Colorado, on April 17. For more information, call 949/837-2206.

**Continental Tires** has announced that its new dirt track tire has been approved by the AMA and will be available at all of the Daytona Bike Week pro dirt track events, beginning with the AMA National Hot Shoe race in Savannah, Georgia. For more information, call 770/887-7051 between the hours of 8 a.m. and 6 p.m. EST.

**Ken Maely** called *Cycle News* and asked for our assistance in getting the word out that the practice track on his Corona, California, ranch may be closed from time to time while undergoing renovations to make it larger. Riders interested in coming out to practice should *always* call ahead first to avoid disappointment. The phone number is 909/277-8989.

AMA Grand National dirt-tracker **Al Eadie** will be wearing Illinois Harley-Davidson Sales Inc. colors for five AMA Harley-Davidson Sportster Performance Series rounds in 1999. The sponsorship package will include both Springfield Miles, the Du Quoin Mile, the Joliet Half Mile and the Sedalia Half Mile. The season will be Eadie's 22nd as a competitor in AMA professional racing.

Longtime *Cycle News* vendor **Leo Potvin** recently had a kidney removed after a bout with cancer. Potvin, however, is recovering well and will still be on hand to sell newspapers during Bike Week at Daytona in March. It's highly likely that Potvin, a fixture at Daytona since the '70s, won't be jumping up and down with his usual vigor at this year's event.

Both **Montesa** and **Gas Gas** have announced their support of the 29th annual El Trial de España and the Trials des Nations Team Fund. Both of the Spanish trials bike manufacturers will donate a model for the fund-raising event. The El Trial de España will be held April 17-18 at Reed Valley in Aguanga, California.

Sweden's **Hans Gustavsson** will take part in his first American classic road race when he participates in AHRMA Classic Day at Daytona International Speedway on March 3. Gustavsson will bring his Vee Two-prepped Ducati 750 (a 1972 Imola replica) on which he won both the European Vintage Cup as well as the Scandinavian Championship.

It now appears that **Team Obsolete** will be prevented from racing in the AHRMA races at Daytona in March. According to Team Obsolete's Rob Iannucci, all of his team riders have had their entries for the upcoming event - including those turned in by Dave Roper, Yvon DuHamel, Eric Green, Mike Green, Lon McCoskey and Johnny Kain - refused by AHRMA. In a letter sent to Mike Green, AHRMA executive director Jeff Smith wrote: "AHRMA chooses not to do business with Team Obsolete in an of its manifestations. Your entry form for Daytona is not acceptable to AHRMA until references to Team Obsolete are removed. Entries by fax close at 6 p.m., January 30, 1999." The fax that was sent to Green was dated January 30. AHRMA and Team Obsolete have been engaged in legal battles of late.

A press release from AHRMA says that its Vintage News publication mistakenly reported that the Daytona Beach and Barberville, Florida, **Classic Bike Magazine Dirt Track Nationals**, scheduled for March 2 and 4, respectively, are pre-entry only. That's not the case. Vintage dirt trackers may enter these races, as well as the February 28 series opener in Ocala, Florida, on the day of the event.

The first **Excelsior-Henderson Super X** motorcycle was shipped to a dealer on January 30, according to a press release issued by Excelsior-Henderson.

In a move apparently intended to prevent 600cc Supersport racers from competing in the 750cc Supersport class, the AMA has released a Pro Competition Bulletin that requires all 750cc Supersport motorcycles to carry a minimum weight of 385 pounds (dry). The bulletin also states that any sensors that determine front-wheel speed cannot be mounted in any location on motorcycles during qualifying sessions, heat races, or races. The sensors can be used in practice sessions only. The exception to the rule is in Supersport, where aftermarket data acquisition, other than automatic lap-timing devices, are not permitted at any time.

# The AMA responds to Edmondson suit

The following is a response sent to *Cycle News* from the AMA regarding its legal battle with Roger Edmondson.

"In late December, a court decision was rendered against the American Motorcyclist Association in a suit filed two years ago by road race promoter and former AMA contractor Roger Edmondson. The suit arose from the nonrenewal in 1994 of contracts under which Edmondson functioned as road racing manager for the AMA National Championship Superbike Series, and as administrator for several classes included in that series. Mr. Edmondson contended that he partially owned the AMA's professional road racing program by virtue of these agreements.

"Mr. Edmondson declined good-faith settlement offers from the AMA during 1994 and launched a rival Superbike Series in 1995. Unable to attract leading Superbike teams to participate in his series, Edmondson filed suit, claiming that the AMA had stolen his property and interfered in his business relationship with road racing facilities. The AMA strongly disputes all allegations made by Mr. Edmondson and had no alternative but to mount a vigorous defense.

"Following a week long trial that took place in Asheville, North Carolina, late in December 1998, a jury delivered a verdict for $930,000 against the AMA, which the judge trebled to over $2.7 million. The verdict was challenged in January, and there are presently pending before the court motions to set aside this verdict, award judgment in favor of the AMA, and in the alternative, to appeal the decision to the Fourth Circuit Court of Appeals in Richmond, Virginia.

"AMA president Ed Youngblood has stated, 'We believe that the facts in this case, the evidence delivered to the jury, and the law do not justify the verdict. We believe that significantly relevant legal precedents show that there were many errors committed in critically important rulings against the AMA, creating an unfavorable and prejudicial impression on the jury.'

"A report appearing in Road Racing World, penned by a writer whose expenses were paid by Mr. Edmondson, has presented a biased view of the trial and facts leading up to it, and in our opinion has deliberately tried to inflame AMA members against the Association. Youngblood states, 'Any member who would like a better understanding of the AMA's position in this matter can ask for a copy of our 38-page motion for a new trial or appeal. Just write or call my office and we'll be glad to send this document.'

"The case, now 2 years old, may take another 18 months to go to a decision on appeal."

John Ulrich, the editor of Road Racing World, stands by his publication's story.

"Edmondson didn't pay," Ulrich said on Friday, January 29. "I paid for him to be there for eight days. I paid the guy and I assigned the guy to do the story. Youngblood has totally mischaracterized the story and it's obvious that nothing he says can be believed. I've been a 20-year member of the AMA - I deserve better than this."

**PROMOTED:** Mark Kelly, to vice president of marketing and product management, ATV and utility vehicles, of Kawasaki Motors Corp., USA Kelly was formerly director of marketing and product management, ATV and utility vehicles.

**HIRED:** Motocrosser Ryan Chapin, by the Los Angeles County Fire Department in Westlake Village, California. Chapin is the son of Lee Chapin, vice president of sales at Mikuni carburetors, and the brother of Rob Chapin, sales/service representative for Renthal Products.

**CORRECTION:** Round two of the AMA National Enduro Series in Lake Pleasant, Arizona, will be held on February 28 and not March 15. For more information, see the Arizona Trail Riders' web site at www.arizonatrailriders.org.

**AUTOGRAPH SIGNING:** At Lawrenceville Yamaha in Lawrenceville, Georgia, on February 19 from 7 to 8 p.m. Team Yamaha's John Dowd and Jimmy Button are scheduled to appear. For more information, call 770/822-0089.

**AUTOGRAPH SIGNING:** At the Colorado Bell Hotel and Casino in Laughlin, Nevada, on Friday, February 19 from 1 to 2 p.m. Team Green's Destry Abbott, Dave Ondas and Brian Brown, American Honda's Johnny Campbell, KTM Sportmotorcycles' Mike Lafferty, Nick Pearson and Russell Pearson, and Yamaha's Ty Davis, Donnie Book and Paul Krause are scheduled to appear. For more information, call 702/457-5775.

**CANCELED:** The motocross practice session scheduled for Saturday, February 13, at Los Angeles County Raceway in Palmdale, California, because of a prior race engagement. For more information, call CRC at 805/272-8889.

**NAMED:** AMA Travel, as the official North American travel supplier to the 57th Esposizione Internazionale Ciclo Motociclo Assessori - the Milan Show - scheduled for September 15-20 in Milan, Italy.

**CORRECTION:** The correct address for the Happy Ramblers MC's web site is as follows: http://home.earthlink.net/~vetssd7.

**AUTOGRAPH SIGNING:** At Millennium Cycle Works in Lilburn, Georgia, on February 19 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ricky Carmichael and Damon Huffman, and Team SplitFire's Nathan Ramsey and Nick Wey are scheduled to appear. For more information, call 770/638-8373.

**OPENED:** TR Promotions' home page on the World Wide Web. The site can be found at the following address: http://www.trpro.com.

**OPENED:** The East Coast Enduro Association's home page on the World Wide Web. The site can be found at the following address: http://www.ecea.org.

**CORRECTION:** A recent issue of *Cycle News* stated incorrectly that Terry Cunningham is an eight-time National Enduro Champion. Cunningham, in fact, won four National Enduro titles. Dick Burleson remains the only eight-time winner of the series championship.

**SIGNED:** A letter of intent between Helmet House Inc. and Axo Sport spA of Treviso, Italy, in which Helmet House will become the exclusive distributor of all Axo Sport products in the United States.

**MOVED:** Nelson-Rigg USA Inc., to 3518-A Lake Center Drive, Santa Ana, CA 92704, 714/850-1811.

**CANCELED:** The 1999 AMA Amateur National Ice Racing Championships, scheduled for February 13-14 in Lake George, New York, due to unfavorable weather conditions. The race will not be rescheduled for 1999. CN

# CYCLE NEWS

America's weekly motorcycle newspaper
**Volume XXXVI**
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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 3505-M Cadillac Avenue, Costa Mesa, CA 92626. Periodicals Postage Paid at Costa Mesa, CA and at additional mailing office. Canada Post International Publications Mail #546615.

**POSTMASTER: Send address changes to Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084.**

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Subscription rates: Rates for the United States and its possessions for one year (50 issues), $50.00; two years (100 issues), $95.00; six months (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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# Voices

## LETTERS TO THE EDITOR

### Superbikes go Kipp-less

Another year of AMA Superbike racing has passed and I feel obligated to comment on the outcome of the season. I cannot believe how cruel the sport of superbike racing has become. I just finished downloading the 1999 Fast By Ferracci catalog from the World Wide Web. On the surface, it appears to be a Tom Kipp documentary, filled with great pictures of Tom - both on the track and in the pits with the Ferracci crew. Ferracci's team should have been proud to be associated with Tom Kipp. He has been a role model/spokesperson for the sport of superbike racing and the Ferracci team. I don't recall Tom failing any of the random drug tests given by the AMA.

Is having dyed hair and wearing funny glasses and hats the image the sport of superbike racing wants to portray? I guess the fact that Mr. Kipp is a drug-free Christian doesn't count for much. It seems to be a matter of "Win the championship or you're history." Is winning races all that matters to the factories? The factories need to understand the future of the sport is not based solely on winning races. The 1999 starting grid will not include National number 16, and that's a real loss for the sport of superbike racing. We will miss you, Tom.

**P. Fussner**
**pfussner@aol.com**

PHOTO BY HENNY RAY ABRAMS

**Tom Kipp at speed on the Fast By Ferracci Ducati.**

### Leave Gobert alone

Running the risk of reopening the whole Anthony Gobert/AMA debate, here's a rejoinder to the letter from Toby Glenn (Issue #4, February 3) from up there in Hamilton, Montana: Mr. Glenn, I think the thin mountain air has addled your thinking a bit.

Perhaps, Mr. Glenn, you could enlighten us as to - aside from the possible criminal consequences - what exactly is wrong with "smokin' a little weed?" What's the difference between smoking a joint and guzzling a bunch of beer, as some other racers, such as Haga, have admitted to? Let me help: There is no difference.

Why is marijuana even tested for? Marijuana as a performance enhancer for road racers? Give me a break. If anything, it would slow a guy down. Marijuana testing has more to do with the U.S. drug war than anything, the reasons for which are too complex for this letter. Besides, he smoked it weeks before.

It's bad enough when nonmotorcyclists blindly accept any ruling from a governing body (e.g., the Gobert suspension by the AMA), but when a motorcyclist - which I assume you are, Mr. Glenn - does it, or even applauds it, it's a travesty.

Did it affect Gobert's racing? Well, it didn't seem to at Phoenix, Road America or Road Atlanta - wins which you try to minimize as "winning some races" while also using epithets like "resident pothead."

Anthony Gobert is one of the fastest, most colorful personalities in motorcycle road racing in this decade and, as you may have gathered from this letter, one of my favorites.

Finally, since you're handing out advice, Mr. Glenn, I'll give you some: Instead of dispensing unsolicited advice to the Vance & Hines team and shooting off your mouth in the pages of *Cycle News*, why don't you start your own "Just Say No" program in Hamilton? You could hand out pamphlets on the dangers of marijuana use or something. In the meantime, leave the riding and racing to real riders, like Gobert, as he power-slides his way to an AMA Championship in 1999.

**Brad Reynolds**
**Hutchinson, KS**

### Yeah, leave him alone

I would like to respond to Mr. Glenn's comments about Anthony Gobert. Why don't we leave Gobert's problems to himself, the AMA and his sponsors? Terry Vance is a multi-time drag-race champion and a successful businessman. Let him make his own business decisions. I don't think he needs your advice. And what's wrong with someone helping himself through rehab?

Mr. Glenn, it sounds like you have too much time on your hands.

**Mickey Lane**
**Vallejo, CA**

### Middleweight Shootout

Thanks for the great article comparing the new line of 600cc sportbikes from Japan and for also including the Ducati 748 in the test. It baffles me, too, why the AMA won't open the class to Ducati. Thanks also for including the horsepower and torque curves as part of your test articles - far too many publications don't take the time and effort to produce and include them as part of their analysis.

I would suggest two things, however, that would improve your articles where the horspower and torque graphs are included: 1) Please make the graphs

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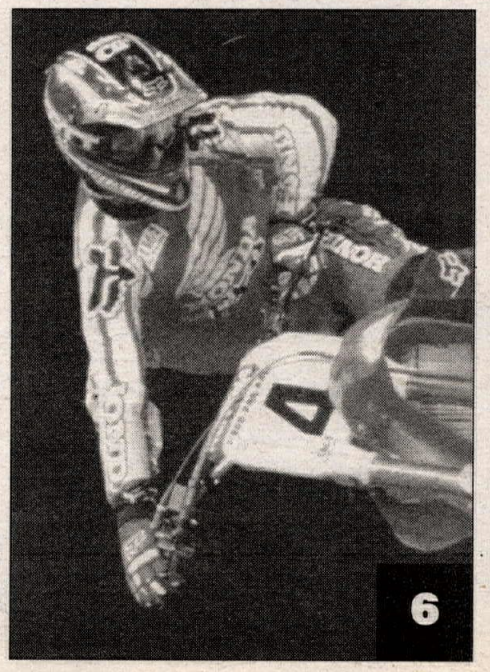
### ON THE FRONT COVER

Wayne Gardner goes past the limit on his NSR500 in 1990. Garner, like many road racers, has seen his share of plaster. For all the gory details and the consequences of crashing, see the crash story on page 20. Photo by David Goldman.



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something larger than the size of a postage stamp, since it would be nice to actually read the corresponding values on the axes, and 2) How about we pass a law that says for any given motorcycle comparison that *Cycle News* conducts, the horsepower, torque and rpm scales on the graph must match each other or the editor goes to jail? It really would add value when making comparisons between manufacturers. Thanks for an otherwise outstanding publication and keep up the good work.

**Wayne Waskiewicz**
**East Peoria, IL**

## Who's the doofus?

Having observed with dismay the development of the aerodynamic wing thing that adorns the helmet of some of our motocross racers, I was curious as to what it was called. I have not yet determined a proper name, therefore I submit the following. It is a "doofus." Usage: "Did you see that flashing doofus on Ricky's helmet?"

**Jonathan Kemp**
**Roseland, LA**

## Dirt Track 101

Mr. George Mack's "Dirt Track 101" ideas (Issue #4, February 3) are far too practical, probable and promotable to ever be considered by the AMA. What was he thinking?

**Brad Oxley**
**San Clemente, CA**

## Is diversity unacceptable?

An ongoing theme of writers of letters to your fine paper seems to be that "body-pierced, tattooed and green-haired" racers are bad for the sport of motocross. I beg to differ. Condemnation of these young athletes - whether they be competitive Pros or "free-riders" - is an apparent continuing controversy aired out both on the Internet and in the pages of *Cycle News*.

We have a history in this great country of tolerance and acceptance of different cultures, dress and, yes, even hairstyles - and motocross is the last place this should be challenged. George Washington had long hair and wooden teeth, the Beatles shocked us with mop-top hairdos and strange outfits. Heck, even Michael Jordan came into the NBA with a cocky attitude and tons of jewelry. These people became accepted and, ultimately, were held in high regard. Is Kyle Petty a bad example or role model because of his long hair, earrings and "different" image? Apparently, a major soft-drink manufacturer doesn't believe so. Please forgive another NASCAR reference, but Mr. Petty seemingly has done no harm to his sport.

The problem begins when we start judging people based on their ink-stained arms or shaved heads. Where does it all end? Will you stereotype someone based on the clothes they wear, the length of their hair - or the color of their skin? Motocross has always been about being different. I wouldn't have it any other way. While high school buddies of ours were out playing their traditional ball sports, many of us were tinkering with - or racing - our dirt bikes. We were different. I liked being different, and I still do. That's what America is all about. Preconceived notions based on one's appearance are both dated and counterproductive. I think some out there would like us to all be on the same bikes, wearing the same clothes, with similar haircuts - nothing weird or "different."

Sometime, take the opportunity to approach one of these young competitors - you may learn something. Most are generally energetic, vibrant, enthusiastic young men who happen to enjoy their chosen sport - and the diversity and acceptance that goes along with that. Although I am a folically-impaired old man with lackluster riding skills, I yearn to be a yellow-haired, tattooed-and-pierced, free-riding youth. What could be more fun than that? Since my wife will allow none of this, I choose to remain a hardcore spectator of these wild young men and their flying machines. For all of you out there who would want to calm these passionate trendsetters, I have one word: Chill.

**Rupert X. Pellett**
**Newark, OH**

## Crusty Dorks II

I guess I have to show my age (40) and agree with Mr. Greer concerning his "Crusty Dorks" letter in your January 20 issue. Like a lot of other kids in the '70s, I got involved in motocross originally because of the exploits of riders like Roger DeCoster, Brad Lackey and the rest. We spent lots of premix trying to imitate our heroes. While this bunch was certainly no band of angels, the sport they helped build in the late '70s and the early '80s turned into something we could be proud to be involved in. The contrast between most of today's riders and the guy you just featured in a "Time Remembered" article is incredible. Johnny O'Mara always presented himself in a most professional manner, representing not only his employer but his country in the best way that he could. The same goes for Ward, Bailey and the rest. These were athletes you could truly look up to.

Roger DeCoster: not a "Crusty Dork."

One of the last people I want my 8- or 4-year-old sons emulating is Seth Enslow. While he and his compatriots are for the most part not the riders we pay to see, the perception outside of the sport is that they are all one and the same. Television shows like the "Fox Files" couldn't care less if they make the distinction between real motocross and jump videos. The general public doesn't know the difference between McGrath and Enslow and never will if this is the only image the sport projects. Jeremy McGrath is and always will be a great rider, but maybe Honda had a point when they tried to stop his involvement in the jump videos several years back.

The "Crusty Dorks" image just isn't the kind of image that's going to take the sport to that of the NASCAR level of exposure we all hope it can achieve. We need more riders like Doug Henry, Mike LaRocco and John Dowd, and less of the Crusty Dorks. Think about it: What will the "Time Remembered" features look like 20 years down the road? You should hope they are half as complimentary as the O'Mara article.

**Rick Oestricher**
**richo@cyberramp.net**

## Keep it real

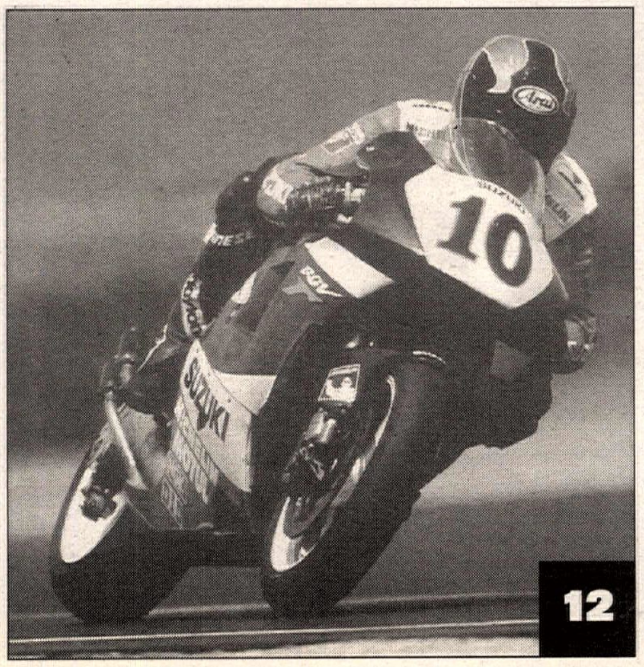
I started subscribing to your newspaper a few weeks ago, but I have been a fan of the web site for the last two years. I wish there was some way to let people know how good the weekly edition is so they don't make the same mistake I did in not subscribing sooner. It's great.

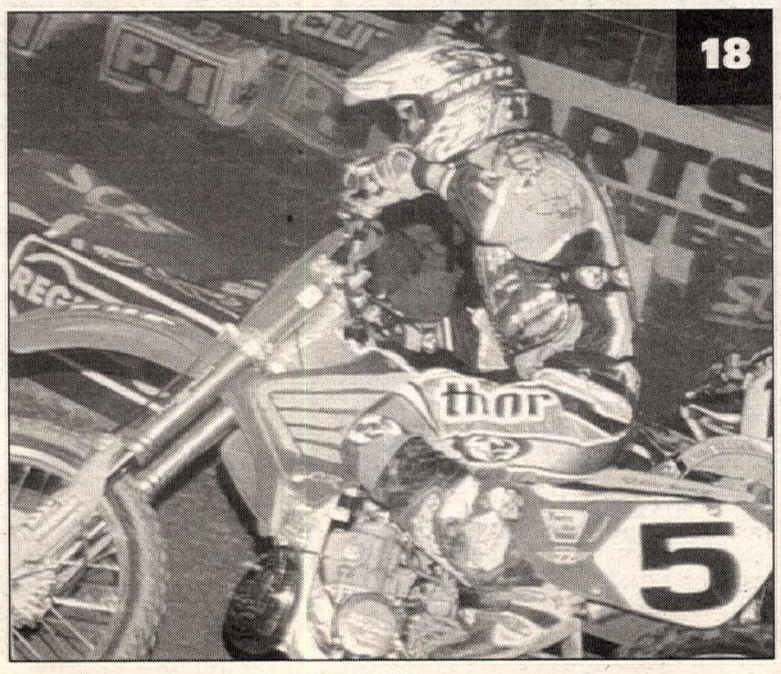
One of the things I love about motocross so much is the people involved in the sport. I don't mean the Jeff Emigs or the Jeremy McGraths, I mean the real people in the sport: the people who go to local tracks and the ones who keep all the local motorcycle shops in business. I had the distinct pleasure of meeting one of the more famous real people of motocross today at a local track just outside of Dallas, Texas, called Mosier Valley Motocross Park. Her name is Dee Woods. She was, without a doubt, one of the nicest people I have ever met. I got to shake her hand and talk with her for a few minutes and even got my picture taken with her. It's not every day you get to meet a multi-time National Champion, but her easy smile and friendly attitude made it a real pleasure.

I know that Jeff, Jeremy and the other "big" people of motocross have a lot of pressure to stay on top, but it is all of the others who keep the sport huge. I, for one, don't ride for money, but instead I ride for the fun, fellowship and fitness of motocross. People like Dee make it all the better.

**Kenneth Daae**
**Burleson, TX**

**Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.**

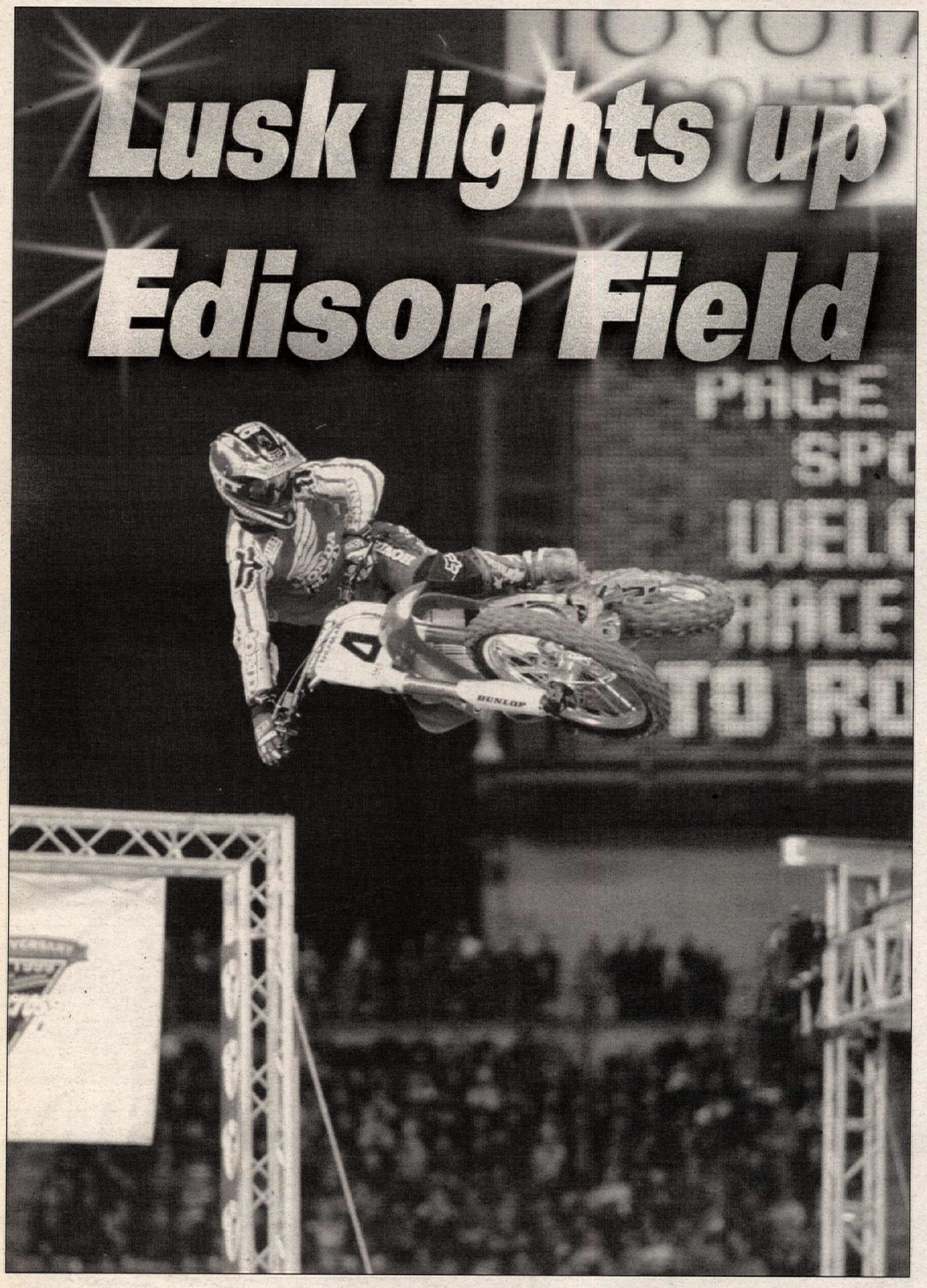


## Round 5: Edison International Field

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

# Lusk lights up Edison Field




For the third time this season, Honda's Ezra Lusk celebrates a supercross win by whipping it over the finish-line jump.

**By Matt Freeman**
**Photos by Kinney Jones**

ANAHEIM, CA, FEB. 6

After spending two weekends in a row out of the winner's circle, Team Honda's Ezra Lusk returned to Edison International Field and, just as he did at the series opener, posted the win. But this time, he did it with 10 seconds to spare over his nearest competitor. At "Anaheim I" - held less than a month earlier - Lusk gated third and had to run down his teammate Mickael Pichon and Suzuki's Larry Ward before moving into the lead. From there, he battled his way through the dry, hard-packed circuit - with Pichon breathing down his neck every inch of the way - for a narrow win. But at "Anaheim II," Lusk grabbed a monster holeshot and was in control from start to finish, hardly working up a sweat.

On a cold Southern California night, in front of 44,895 spectators, Lusk not only posted his third win of the series, he also bettered his chances of becoming a quarter of a million dollars richer. Anaheim II marked the start of the Vans/Mountain Dew/G-Shock-sponsored Supercross Triple Crown Series, in which the top overall 250cc finisher in round five (Anaheim II), round 10 in Houston, Texas, and round 15 in Indianapolis, Indiana, receives a bonus of $25,000. If one rider *wins* all three of those rounds, he will win $250,000.

Lusk's trip to the 20-lap main came the hard way, as the Georgian missed a qualifying spot in the second heat by one position. From there, he went to the semis, where he gave up the early lead to Team Yamaha's Jimmy Button. A second-place finish behind Button put Lusk in the program for the main event. From there, things got easier for Lusk - much easier.

A huge holeshot in the main event put Lusk out in front by leaps and bounds by the end of the start straightaway. That was as close as anyone would get to the CR250 rider for the rest of the night.

"The heat went well until I got into the first turn, and then a green Kawasaki rammed in my rear end," Lusk said of his night. "I pulled him out and put my head down. I rode good and tried to race for a little while and try to qualify out of the heat, but I ended up getting sixth. Then I went to the semi, got a good start and was just kind of looking at the track, because we didn't get a lot of practice yesterday. I wanted to try to get the track down, but I ended up letting my guard down a little bit and got second. The main event, I just kind of got a great start. I got out of the gate real good and never looked back. By that time I knew every inch of the track, and I raced as hard as I could. Honda and Dunlop gave me an awesome bike to race."

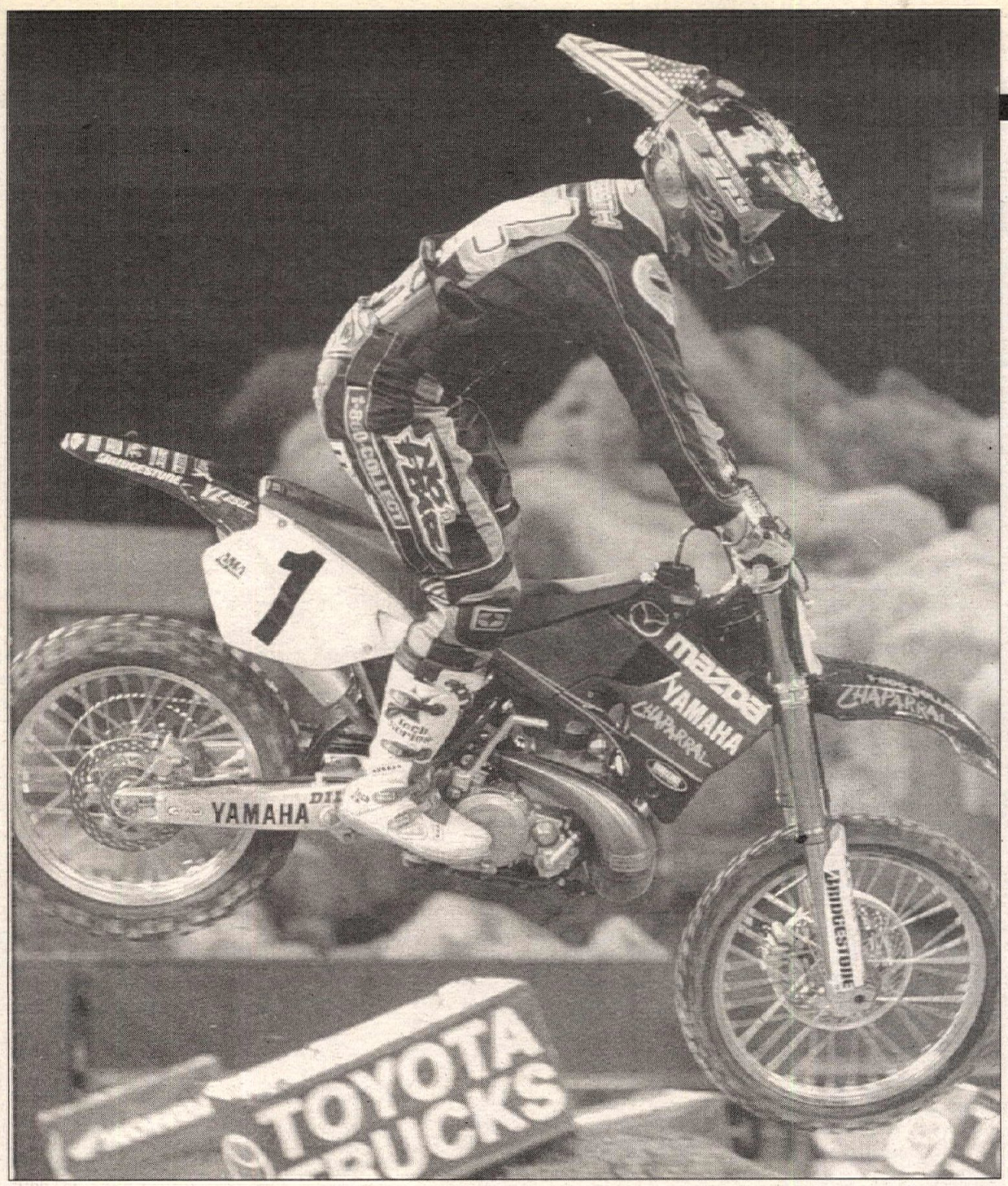
Jeremy McGrath and his Mazda/1-800-COLLECT/No Fear/Chaparral Yamaha YZ250 effort moved into the points lead by posting a tainted second-place finish. McGrath started the main event in sixth and by the end of lap two was well on his way to catching Lusk, who already had a huge lead. During the opening laps of the race, it was classic McGrath, as he ran down Lusk, but at the halfway point, the charge slowed way down and it was apparent that there was trouble.

"I got kind of a lazy start, but in the end it really didn't matter," said McGrath, explaining his misfortune. "The motor mounts came loose. It wasn't Randy's (Lawrence, McGrath's mechanic) fault or anything. We had aluminum nuts on there, and that's what did it, I guess. We learned. We got away with a lucky one. The top and bottom motor mounts are totally gone. It felt like I was riding a Harley-Davidson out there, a vibration machine. There was nothing I could do. I'm happy to get second, considering the circumstances."

After going out and beating Lusk and the rest of the field in the second semi, Button appeared to have finally gotten his big YZ400 dialed. After gating fourth in the main event, passing Honda's Mickael Pichon for third, and then setting his sights on second-placed McGrath, there is little question that Button has come around on the four-stroke. Despite McGrath's bike problems, the supercross champion was still not losing ground to any rider except Button, who actually passed McGrath, taking over second place just after the midway point. By lap 17, however, McGrath regained the runner-up spot, sending Button back to the final podium position - a position that Button himself cannot complain about.

"Jeremy pulled out a big-enough gap, and there was only two laps to go," said Button of the closing laps. "It's good getting back on the podium, that's for sure. We've been working hard every single week. I've finally figured the bike out. I've finally figured out how to get a start on it. That's pretty much the most important thing. Now, I think everything will start coming to me a little better."

Fourth-placed Factory Connection/Jack in the Box/Honda-backed Mike LaRocco came close to making Anaheim II his fifth podium finish in as many tries, but he just could not put together a charge good enough to catch the




(Left) McGrath was on his way to chasing down Lusk for the lead when bike problems slowed him down. The defending champ still managed second place, but more importantly, he moved into the points lead. (Below) Lusk garnered the win in Anaheim via a picture-perfect holeshot.

McGrath/Button scuffle. Still turning in a great ride, LaRocco's fourth place dropped him from first in points to second behind McGrath, but by just one point, 100-101. Lusk sits in third with 90.

"I know I got fourth and that isn't horrible, but I felt like I rode tense and I'm just not real happy about it," LaRocco said.

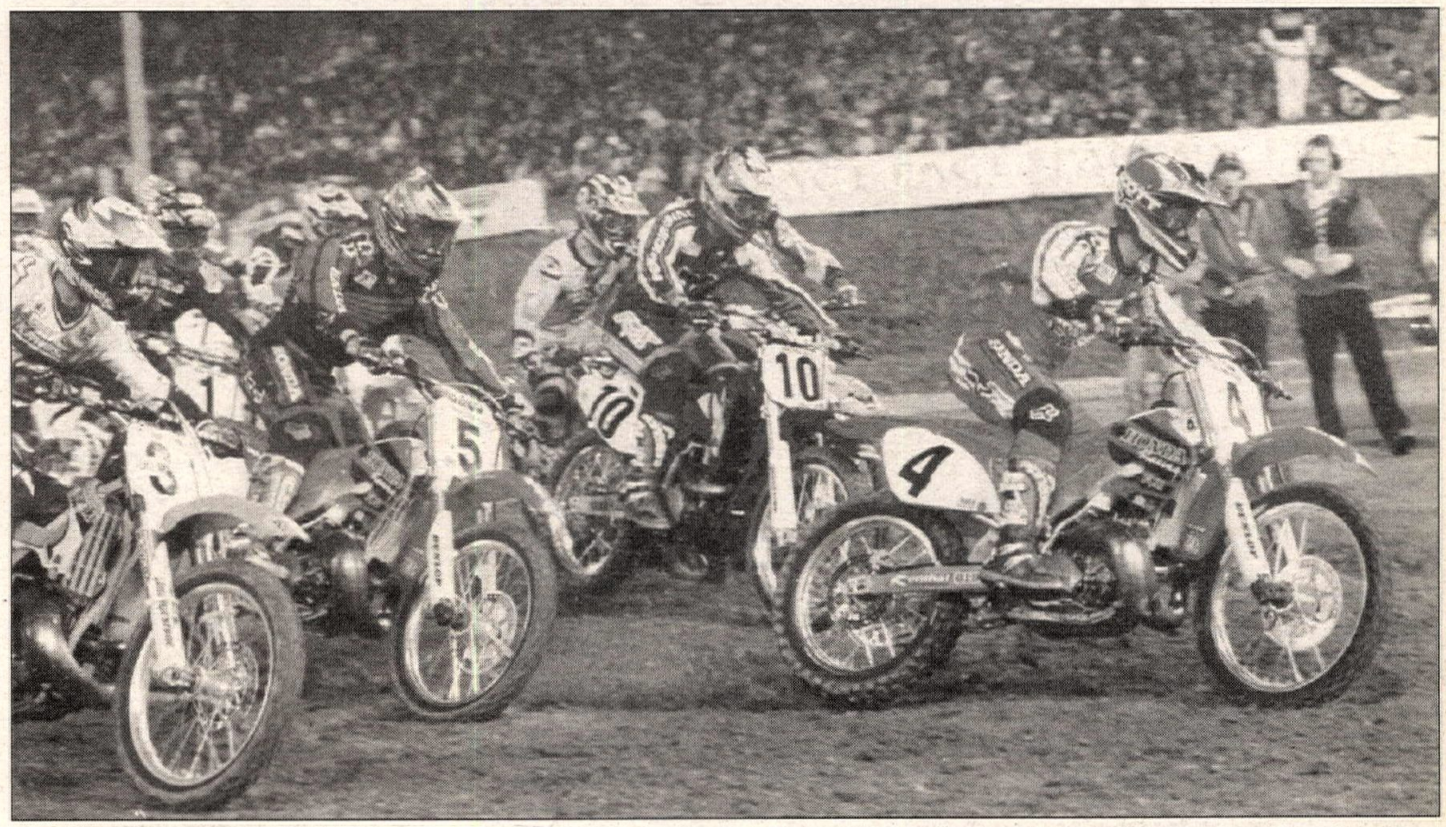
Finishing fifth behind LaRocco and coming off a win in Seattle last weekend, Team Suzuki's Larry Ward started a strong seventh, moved his way up to fifth rather quickly, and even challenged LaRocco for a while.

Improving his starts from past rounds and finishing sixth in Anaheim was Team Kawasaki's Damon Huffman. Behind Huffman was YZ250-mounted David Vuillemin, while eighth went to fellow Frenchman Sebastien Tortelli, who finished one spot ahead of Honda teammate Mickael Pichon.

Pichon came out of the gate in second place and stayed in the top five until giving way to LaRocco on lap nine, and 10th went to Noleen Motorsport/Pirelli/Thor/Wiseco-backed YZ250 pilot Tim Ferry, who has so far put in a rather successful true privateer effort.

Kawasaki's Jeff Emig once again suffered poor starts to finish in 11th, followed by Yamaha's John Dowd, who finished on the podium in third a week earlier in Seattle. Team Suzuki's Greg Albertyn ran as high as seventh at one point before crashing and falling back to finish 13th, ahead of Honda's Kevin Windham, who was battling the flu. CR250-mounted Heath Voss, Suzuki's Kyle Lewis, and RM250 jockey Ryan Terlecki finished 15th through 17th.

Mazda/Fox/Chaparral Yamaha's Steve Lamson had a less-than-stellar night, finishing an uncharacteristic 18th, which was mostly due to a late-race fall. Team Suzuki's Robbie Reynard finished a disappointing 19th, while Kawasaki of Mexico/PG Racing's Pedro Gonzales completed the 20-rider field.




### HEATS

McGrath grabbed the holeshot and ran away with the win in the first heat race. Behind McGrath was a tight scuffle for second place.

On the second lap, Tortelli was holding up second, ahead of the hard-charging group of Lamson, Windham, Voss and Albertyn. As the race for second wound down, however, Tortelli was the first to drop out.

"I tried to triple this small thing," said Tortelli. "It was a tabletop and then a triple after that, but I cased it and killed my engine. I went back to sixth after that and could not pass anyone."

With Tortelli out, Lamson moved into the second spot, but not for long. Despite being sick, Windham was able to get around Lamson just before the white-flag lap. Albertyn grabbed the final qualifying position, finishing fourth.

"My heat race was killer; I couldn't have ridden it better," McGrath said. "It was a textbook race."

Heat two provided a little more action from the drop of the gate to the first turn. Lusk actually grabbed the holeshot, but before he could get out of the first turn, he, Button and Huffman were all picking up their bikes from the ground. Reynard wasted little time in getting his Suzuki out front. LaRocco fell in behind Reynard, followed by Gonzales, Dowd, Ferry and Vuillemin. Lusk remounted and set out for the final transfer spot - fourth - but in the end he could only muster a sixth-place finish.

Up front, Reynard and LaRocco checked out, claiming first and second. Dowd cruised comfortably around in third, while the race for fourth between Ferry and Vuillemin heated up to the very end. As the two Yamaha riders came around for the checkered flag, Ferry held on, sending Vuillemin to the semis.

### SEMIS

A hard-charging Pat Foster grabbed the holeshot of the first semi aboard his Tom Morgan Racing-backed YZ250. As quickly as Foster got off the gate, he also hit the ground in a whoop section on the first lap, handing the lead over to Ward. Ryan Terlecki moved his RM into second, behind Ward, but he could not hold off Emig, who moved into the runner-up spot before the race was two laps old. Pichon and Voss also found their way around Terlecki, but the resident of Salem, Oregon, held on to claim the final qualifying position ahead of sixth-place finisher Tortelli, who had to go to the last-chance qualifier with the rest of the field.

It was Lusk with another holeshot at the start of semi two, with Huffman right on his side. Just as the two made the right-hander into the first double jump, Button shot by and squeezed between Huffman and Lusk to momentarily take the lead. Obviously caught by surprise, Lusk fought back on the first lap, but just before the start of lap

# Round 5: Edison International Field

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

Finishing third, Jimmy Button got good starts all night en route to his first podium finish of the series.

two, Button started to pull away. Meanwhile, Vuillemin worked his way around Huffman to claim third. The top four finished in that order. The final transfer spot went to Pedro Gonzales, who held off attempts from Moto XXX/Pro Circuit/Thor-backed Phil Lawrence.

### LAST-CHANCE QUALIFIER

In the LCQ, Honda-mounted Naoki Serizawa blasted into the first turn with the lead, followed closely by Kyle Lewis, Tortelli, Grayson Goodman and Phil Lawrence. At the end of lap one, Serizawa faded back and Lewis took over the lead, as Tortelli bobbled and fell back to fifth, three spots out of a transfer. Goodman took the opportunity to pressure Lewis. By the third lap of the four-lap affair, Tortelli was on fire, first passing Lawrence back and then getting Goodman, who was still a threat to Lewis, before getting passed.

When the checkered flag came out, it was Lewis and Tortelli going to the main and Goodman and Lawrence heading for the showers.

### MAIN EVENT

Lusk's start in the main event was the exact opposite of his first-turn pile-up one week earlier in Seattle. When the gate dropped, Lusk came from the far outside and shot across the long starting grid with more than a bike length on the field before braking for the first turn. When he did hit the brakes to make the turn, Pichon, Button, McGrath, LaRocco, Ward and Reynard were the nearest riders to Lusk's rear fender. Back in the pack, the victims of a poor start included Albertyn, Huffman, Lamson, Vuillemin and Emig, the latter of whom has suffered from bad starts all year.

"I feel great on the bike riding and everything, but my starts are at an all-time low," Emig said. "It's very discouraging to go out - especially in front of the hometown guys - and have the worst starts of my career. I think I've only had one start in the top 10 this year in the main. In the past six years, I would only have one start out of the top 10 all year long. I'm just not working right with the bike. Obviously I need to go test. The bike works great on the track. I'm more than happy with it. I'm happy with my riding, my conditioning and my mental state. I'm even having a good time racing, but I'm not getting off the gate, and the tracks are just to the point where everybody rides the same pace."

Dowd was also feeling the effects of a bad start.

"I kind of got beat up on the start," he said. "I was midpack going into the first turn and got bounced around there with some other riders. I bent my clutch lever down. I was trying to straighten it back out before I got going and I lost a couple of seconds there. I started in 19th the first few laps. It's pretty tough out there. You get a bad start and it's just hard to make up ground. There's so many guys out there that go fast. Last week I got a good start and it made a big difference for me."

Heading into the whoops on the first lap, Lusk had already begun to open up a lead, but McGrath was making a bid to take second place away from Pichon. The pass finally came on the second lap, and for the next five laps McGrath began to reel in Lusk, who had already created quite a sizable lead (especially as it was so early in the race).

Button, LaRocco, Ward and Huffman were the next riders to get around Pichon, as the Honda rider started his downward spiral from second to ninth by the end of the race.

"Pichon was hard to pass," Ward said. "I tried staying with LaRocco. I caught up right behind Mike when we were behind Pichon, and he (LaRocco) got by Pichon about two laps quicker than I did, and he got about two seconds ahead. We stayed the same after that. I couldn't pull any and he couldn't pull me."

Huffman turned a bad start into a fairly decent ride.

"I ran in a little deep at the start, and I flew off the track," Huffman said. "Overall, I thought I rode good. I rode strong to sixth all the way to the end. I passed Pichon, Reynard, Lamson and Vuillemin. I think I was 12th at one time. I would have liked to start top three. That's what it takes out there right now."

As Huffman was working his way through the pack, McGrath was starting to feel the ill effects of his missing engine mounts. His pace slowed way down, and Button eventually caught his one-time teammate and made the pass on lap 12 over a triple. Button and McGrath went back and forth for the next three laps.

"When it first started to happen, I thought, 'Okay - well, it might be my rear wheel,' but then I figured that I didn't have a flat," said McGrath about his bike. "Then I thought it was the headset, but I looked down on a jump. We wire our headsets, and I saw that the wire was still there, so I knew it wasn't that. So then I thought it was the cylinder; then it wasn't that, because it was running good. It took me a few laps to figure out what it was, so I figured hopefully I could run it the whole race and it wouldn't cause me to get hurt. I kind of thought Button would get a little tired. He hasn't been up there much lately. I figured I'd keep the pressure on him, and I'd still come away with second. I feel like I rode really well tonight. It was just a freak thing."

With McGrath holding on to second, Button was relegated to third, where he would finish.

"I reeled in Jeremy and passed him," Button said. "Then Heath Voss got the blue flag two or three times and he just didn't move out of the way, and he threw me off a couple times and Jeremy caught back up. I made a mistake as I was lapping Heath (Voss), and Jeremy was able to get back by me. It kind of screwed me up, and I rode pretty tight the next few laps."

While Button and McGrath were going at it, some riders dropped out of competition or just ran out of steam.

"I knew I just didn't have it in me to make it 20 laps with this flu in me and stuff," said Windham, who finished 14th. "The start was just really important. Obviously, when you're 15th and you get tired, you go back to last, but when you are first and you get tired, you can maybe manage a top-five (finish) or even a podium."

Unlike Windham, Lamson felt that he was riding well - the best he has ridden all year - until he suffered a get-off and fell back to 18th.

"I got up to seventh and I got a little arm pump and then I crashed on the step-on/step-off," said Lamson. "It was pretty hard and I was doing it all night, every lap perfect. There was a turn after it and I overjumped it and couldn't make the turn, so I went over. It knocked the wind out of me."

Albertyn also fell back from seventh to 13th when he and Tortelli had a run-in on the back side of a jump.

"Tortelli got next to me on a triple, and I came over to the next turn and he hit me in the back wheel and that just kind of pitched me over," explained Albertyn. "It was not intentional, but it was enough to make me go down. That kind of cost me for the finish."

Having no problems at all, Lusk took the checkers with time to spare, gaining the edge for the triple crown competition. McGrath actually pulled away from Button in the final laps, and LaRocco came one spot away from upholding the points lead, finishing fourth, ahead of Ward, who rounded out the top five.

Lusk's flawless ride moved him from a tight point position of fourth to a comfortable third-place spot.

"It was slippery, but tacky, technical," said Lusk. "It was all of the above, and it took a real good, smart race to come out on top." CN

**Edison International Field**
**Anaheim, California**
**Results: February 6, 1999 (Round 5 of 16)**

**250 HEAT 1 (8 laps, 1-4 transfer to main):** 1. Jeremy McGrath (Yam); 2. Kevin Windham (Hon); 3. Steve Lamson (Yam); 4. Greg Albertyn (Suz); 5. Heath Voss (Hon); 6. Sebastien Tortelli (Hon); 7. Jeff Emig (Kaw); 8. Mickael Pichon (Hon); 9. Takeshi Koikeda (Yam); 10. Doug Dubach (Yam); 11. Kyle Lewis (Suz); 12. Jean-Sebastien Roy (Hon); 13. Larry Ward (Suz); 14. Ryan Terlecki (Suz); 15. Espen Blikstad (Suz); 16. Jeff Hedden (KTM); 17. Akira Narita (Hon); 18. Pat Foster (Yam); 19. Scott Davis (Suz); 20. Mark Workentine (Suz).
**Time:** 7 min., 35.310 sec.

**250 HEAT 2 (8 laps, 1-4 transfer to main):** 1. Robbie Reynard (Suz); 2. Mike LaRocco (Hon); 3. John Dowd (Yam); 4. Timmy Ferry (Yam); 5. David Vuillemin (Yam); 6. Ezra Lusk (Hon); 7. Pedro Gonzales (Kaw); 8. Jimmy Button (Yam); 9. Phil Lawrence (Suz); 10. Damon Huffman (Kaw); 11. Naoki Serizawa (Hon); 12. Dustin Nelson (Yam); 13. Lance Smail (KTM); 14. Jason Frenette (Yam); 15. Takateru Atsuta (Suz); 16. Anthony Amaradio (Yam); 17. Shinichi Kaga (Hon); 18. Grayson Goodman (Hon); 19. Erik Anderson (Hon); 20. Tyson Kady (Yam).
**Time:** 7 min., 41.760 sec.

**250 SEMI 1 (6 laps, 1-5 transfer to main):** 1. Larry Ward (Suz); 2. Jeff Emig (Kaw); 3. Mickael Pichon (Hon); 4. Heath Voss (Hon); 5. Ryan Terlecki (Suz); 6. Sebastien Tortelli (Hon); 7. Kyle Lewis (Suz); 8. Takeshi Koikeda (Yam); 9. Doug Dubach (Yam); 10. Jean-Sebastien Roy (Hon); 11. Jeff Hedden (KTM); 12. Akira Narita (Hon); 13. Scott Davis (Suz); 14. Mark Workentine (Suz); 15. Pat Foster (Yam); 16. Espen Blikstad (Suz).
**Time:** 5 min., 47.790 sec.

**250 SEMI 2 (6 laps, 1-5 transfer to main):** 1. Jimmy Button (Yam); 2. Ezra Lusk (Hon); 3. David Vuillemin (Yam); 4. Damon Huffman (Kaw); 5. Pedro Gonzales (Kaw); 6. Phil Lawrence (Suz); 7. Naoki Serizawa (Hon); 8. Anthony Amaradio (Yam); 9. Lance Smail (KTM); 10. Takateru Atsuta (Suz); 11. Grayson Goodman (Hon); 12. Erik Anderson (Hon); 13. Jason Frenette (Yam); 14. Shinichi Kaga (Hon); 15. Dustin Nelson (Yam); 16. Tyson Kady (Yam).
**Time:** 5 min., 37.090 sec.

**250 LCQ (4 laps, 1-2 transfer to main):** 1. Kyle Lewis (Suz); 2. Sebastien Tortelli (Hon); 3. Grayson Goodman (Hon); 4. Phil Lawrence (Suz); 5. Jean-Sebastien Roy (Hon); 6. Naoki Serizawa (Hon); 7. Lance Smail (KTM); 8. Jason Frenette (Yam); 9. Doug Dubach (Yam); 10. Shinichi Kaga (Hon); 11. Anthony Amaradio (Yam); 12. Jeff Hedden (KTM); 13. Takateru Atsuta (Suz); 14. Akira Narita (Hon); 15. Tyson Kady (Yam); 16. Espen Blikstad (Suz); 17. Scott Davis (Suz); 18. Mark Workentine (Suz); 19. Takeshi Koikeda (Yam); 20. Erik Anderson (Hon); 21. Pat Foster (Yam); 22. Dustin Nelson (Yam).
**Time:** 5 min., 53.080 sec.

**250 MAIN (20 laps):** 1. Ezra Lusk (Hon); 2. Jeremy McGrath (Yam); 3. Jimmy Button (Yam); 4. Mike LaRocco (Hon); 5. Larry Ward (Suz); 6. Damon Huffman (Kaw); 7. David Vuillemin (Yam); 8. Sebastien Tortelli (Hon); 9. Mickael Pichon (Hon); 10. Timmy Ferry (Yam); 11. Jeff Emig (Kaw); 12. John Dowd (Yam); 13. Greg Albertyn (Suz); 14. Kevin Windham (Hon); 15. Heath Voss (Hon); 16. Kyle Lewis (Suz); 17. Ryan Terlecki (Suz); 18. Steve Lamson (Yam); 19. Robbie Reynard (Suz); 20. Pedro Gonzales (Kaw).
**Time:** 18 min., 47.640 sec.
**Margin of victory:** 0:10.007 sec.

**250 AMA SUPERCROSS SERIES POINT STANDINGS (After 5 of 16 rounds):** 1. Jeremy McGrath (101/1 win); 2. Mike LaRocco (100); 3. Ezra Lusk (90/3); 4. Mickael Pichon (78); 5. Larry Ward (72/1); 6. John Dowd (66); 7. (TIE) David Vuillemin/Damon Huffman (62); 9. Kevin Windham (59); 10. Jeff Emig (55); 11. Sebastien Tortelli (53); 12. Jimmy Button (50); 13. Timmy Ferry (49); 14. (TIE) Robbie Reynard/Greg Albertyn (39); 16. Steve Lamson (38); 17. Phil Lawrence (24); 18. Ricky Carmichael (17); 19. Brock Sellards (11); 20. Heath Voss (10).

**KTM JR. SUPERCROSS CHALLENGE:** 1. Tyler Hemme; 2. Johnny Jelderda; 3. George Jeffers; 4. Christopher Bradshaw; 5. Webb Massey; 6. Evan Gambetta; 7. Cody Tithof; 8. Marcus Carillo; 9. Blake Baggett; 10. Cale Summerford; 11. Armando Aguilar; 12. Michael Leib; 13. Brian Djavaherian; 14. Jordan Berg; 15. Stephen Scott.

Upcoming Rounds:
Round 6 - Tampa, Florida, February 13
Round 7 - Atlanta, Georgia, February 20

(Left) At Anaheim, Nathan Ramsey won his third supercross in as many events and has moved into second in the series points standings. (Below) Casey Lytle posted his fourth podium finish of the season, finishing second to Ramsey. Lytle sits atop the series with 100 points to Ramsey's 98.

AMA Western Regional 125cc Supercross Series, Round 5: Edison International Field

# Ramsey's hat trick

By Dave Deringer
Photos by Kinney Jones

ANAHEIM, CA, FEB. 6

Nathan Ramsey, no doubt borrowing on his newfound confidence, rode a smart and strong race and was rewarded with his third straight win of the Western Regional 125cc Supercross Series. This time, Ramsey emerged victorious at Anaheim's Edison International Field.

In the main event, the SplitFire/Pro Circuit/Kawasaki rider rounded the first turn in fifth but made quick work of his rivals to move into the lead by lap five. Ramsey then wasted no time in pulling away from the pack for another win. With it, Ramsey moves into second place in the point standings and is only two points behind series leader Casey Lytle, and there are only three rounds remaining.

"It's real tight now," Ramsey said of the points race. "I'd be on top of the world if I won the championship. My Pro Circuit Kawasaki is running killer and everybody is behind me."

Lytle, on the Yamaha of Troy/Sinisalo/Renthal YZ125, rode to an impressive second-place finish after leading the race at one point. His finish marked the third time that the young Californian has stood atop the runner-up step on the podium this year.

Casey Johnson, who won the opening two rounds of the series and was the series points leader going into the Anaheim race, suffered a horrendous heat-race crash that took him out of the event as well as the rest of the series. In heat race two, the Yamaha of Troy team rider cased a triple jump and was promptly landed on by Rusty Holland. Johnson's injury comes as a huge blow, as the young Californian not only held a comfortable series lead but has already been struck down by a couple of injuries throughout his career. The exact details of the injury are not yet known, but according to Johnson's team manager, Erik Kehoe, it is bad enough to end it all for this series.

"He broke his right arm between his shoulder and his elbow," Kehoe said. "He's going to see a specialist, but he will be out for a while."

Now owning the series lead is Lytle.

"I'm not really focused on the points right now." Lytle said, "I'd really like to win some, though. It's really going to come down to who wins these last few races."

Finishing a respectable third on the night was Boulder Yamaha/FMF/Answer/Sunstar-backed Isaiah Johnson. The New Mexico native has been steadily improving his results lately, and Anaheim made for his best-ever supercross ride. He currently holds down the fifth-place position in the series points chase.

"I had fun out there," the soft-spoken Johnson said. "I've got to thank all my sponsors, because they are doing a great job, too."

Fourth overall went to Primal Impulse Suzuki/Bill's Pipes/Shift-supported David Pingree. Although Pingree nailed two strong holeshots on the night in his heat race and the main event, he simply dropped back in the final. Despite it being his best result of the year, Pingree was still not overly happy.

"I've been sick all week and I just faded, that's all," Pingree said.

Fifth place went to the stealthy Greg Schnell aboard his Motoworld of El Cajon/Thor/Pro Circuit-backed Yamaha, and he was followed across the finish line by R&S Kawasaki/Bridgestone-supported Ryan Clark. Siefert's Motorsports' Chris Wheeler crossed the line in seventh, while Pro Circuit/Bobby J's Keith Johnson finished eighth. Ninth went to Primal Impulse Suzuki's Michael Brandes, who was involved in a bizarre solo crash. Clawsons Motorsport's Rusty Holland rounded out the top 10.

### HEATS

Pingree nailed the first holeshot of the night, with DeMarini's Brad Hagseth and Xtreme/One Industries' Steve Andrich in tow. Pingree's teammate Brandes and Clark quickly moved into second and third, while the other 17 riders battled for a top-nine finish to transfer directly to the main event.

Lytle was mired back in the middle of the pack but was making progress, advancing several positions by the end of the race. Meanwhile, Brandes and Clark had closed in on Pingree and were looking to pass him. Clark motored by Brandes through the rockers on lap five, then passed the Suzuki-mounted Pingree a lap later through the same section.

Clark took the win, followed by Pingree and Brandes. Lytle worked up to fourth and Schnell finished fifth. Moto XXX's Travis Preston, New Mexico's Keith Johnson and Mach 1 Motorsports' Daniel Blair finished sixth, seventh and eighth, respectively, and Andrich held on for the final transfer position in ninth.

Planet Honda/Pro Grip's Ryan Huffman gated best in the second 125cc heat race, but Ramsey got out of the gate well, also. Anaheim's previous main-event winner, Casey Johnson, who started in eighth, was busy making passes while moving to the front.

Ramsey block-passed Huffman for the lead at the end of lap two, while Johnson moved up to third, just ahead of Rusty Holland.

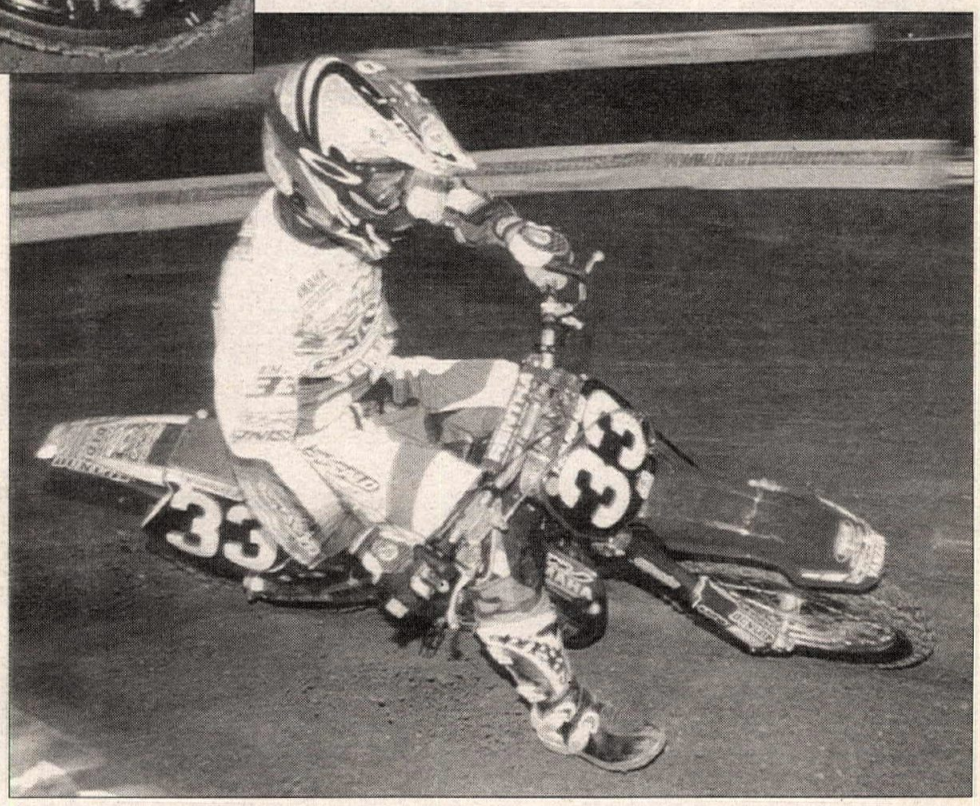
Shortly thereafter, Johnson and Holland connected over a jump when Johnson came up short.

Meanwhile, Stiffie/Westwood's Charley Bogard slipped by Huffman for second that same lap, while the red-cross flags flew for the downed Johnson. With one lap remaining, Yamaha-mounted Isaiah Johnson dived inside of Huffman for third, as Ramsey was busy whipping his bike sideways for his hometown fans.

Ramsey took an uncontested win, followed by Bogard, Isaiah Johnson, Huffman and Chris Wheeler. Holland, who remounted after the ugly crash, amazingly finished sixth, ahead of Stiffie/Pirelli's Tyler Evans, F&S Suzuki's Tommy Clowers, and FMF/Honda's Stephan Demartis, who took the final transfer position of that race.

### LAST-CHANCE QUALIFIER

FMF/Honda's Rodrig Thain took the holeshot in the LCQ, with Kawaski of Mexico's Erick Vallejo on his heels. Thain pulled away the first few laps, but Vallejo hung tough, reeling in the French rider and making the pass for the win two corners from the finish. Motoworld of El Cajon's Andy Harrington finished third, while Honda-mounted Akira Narita took the final 125cc main-event starting position.



### MAIN EVENT

Pingree performed another perfect holeshot and was the early leader of the 15-lap 125cc final. Lytle, Huffman, Schnell, Isaiah Johnson and Ramsey filed in behind him.

Soon, Pingree and Lytle began to distance themselves from the pack, as Ramsey moved past Schnell and Huffman. Brandes, who started in ninth, was also advancing rapidly.

Ramsey got by Johnson for third on lap two and was closing fast. A lap later, Lytle made a midair pass over Pingree for the lead and then, a lap later, Ramsey squeaked by Pingree for second. Brandes was still on the move and was up to sixth.

Ramsey quickly reeled in Lytle and then made his move for the lead through the rockers on lap five. Ramsey proceeded to pull away during the next several laps, while Johnson began to close in on Pingree.

After passing Schnell, Brandes was now in control of fifth.

Johnson forged on and, on the 10th lap, tripled over the fading Pingree for third, and Brandes soon followed. However, a lapped rider slowed Brandes' progress a few laps later, and Pingree repassed his Suzuki teammate over the triple.

With three laps remaining, Ramsey held a six-second advantage over Lytle; then came the hard-charging Johnson. Pingree still held fourth. Then Brandes got out of shape and ghost-rode his RM125 over the triple, losing several positions.

"There was a rut that I got sideways on, and it kicked the back end up, and then both of my feet were on the left side of the bike," Brandes explained of the odd crash. "Instead of riding that one out, I just let it go."

Ramsey relaxed the final lap and Lytle closed the gap, but it was too little, too late, as Ramsey styled to his third straight victory of the year.

"Every time feels like the first time," an ecstatic Ramsey said of the win. "The first part of the race is always chaotic, and I just tried to stay smooth and be smart. Once I got out front, I dug down to get a little lead so I could relax later. It went pretty smooth."

Lytle finished a strong second, while Johnson finished a career-best third.

"It took me a couple of laps to get by Pingree; then Ramsey came up and I started getting a little tense," Lytle said of his second-place ride. "After he (Ramsey) passed me, I just tried to hang in there for second and maybe get him back, but he was going good."

"I got a good start and my Yamaha felt great the whole time," said a proud Johnson. "I've been riding and training a lot on supercross-type tracks, and things are going good."

Pingree held on for fourth, in front of Schnell, who usually does well at Anaheim. Clark finished sixth after battling throughout most of the race with his friend Wheeler, who ended up seventh.

Isaiah Johnson's cousin Keith Johnson finished eighth, while a bummed Brandes recovered from his fall in ninth. **CN**

**Edison International Field**
**Anaheim, California**
**February 6, 1999 (Round 5 of 8)**

**125 HEAT 1 (6 laps, 1-9 transfer to main):** 1. Ryan Clark (Kaw); 2. David Pingree (Suz); 3. Michael Brandes (Suz); 4. Casey Lytle (Yam); 5. Greg Schnell (Yam); 6. Travis Preston (Suz); 7. Keith Johnson (Yam); 8. Daniel Blair (Yam); 9. Steve Andrich (Yam); 10. Donovan Mitchell (Yam); 11. Donald Upton (Hon); 12. Brad Hagseth (Hon); 13. Ryan Duff (Yam); 14. Kris Rourke (Suz); 15. Jeff Northrup (Kaw); 16. Dax Kastrin (Kaw); 17. Mark Tilley (KTM); 18. Rodrig Thain (Hon); 19. Danny Carlson (Yam); 20. Jerry Aleman (Suz).

**125 HEAT 2 (6 laps, 1-9 transfer to main):** 1. Nathan Ramsey (Kaw); 2. Charley Bogard (Suz); 3. Isaiah Johnson (Yam); 4. Ryan Huffman (Hon); 5. Chris Wheeler (Yam); 6. Rusty Holland (Suz); 7. Tyler Evans (Suz); 8. Tom Clowers (Suz); 9. Stephan Demartis (Hon); 10. Gio Tedesco (Yam); 11. Kenny Bartram (KTM); 12. Andy Harrington (Yam); 13. Doug Parsons (Suz); 14. Dennis Owens (Suz); 15. Akira Narita (Hon); 16. Erick Vallejo (Kaw); 17. Hawk White (Suz); 18. Ronnie Clark (Yam); 19. Matt Maximoff (Hon); 20. Casey Johnson (Yam).

**LCQ (4 laps, 1-4 transfer to main):** 1. Erick Vallejo (Kaw); 2. Rodrig Thain (Hon); 3. Andy Harrington (Yam); 4. Akira Narita (Hon); 5. Ryan Duff (Yam); 6. Kenny Bartram (KTM); 7. Donald Upton (Hon); 8. Dennis Owens (Suz); 9. Kris Rourke (Suz); 10. Jeff Northrup (Kaw); 11. Brad Hagseth (Hon); 12. Matt Maximoff (Hon); 13. Dax Kastrin (Kaw); 14. Doug Parsons (Suz); 15. Mark Tilley (KTM); 16. Hawk White (Suz); 17. Ronnie Clark (Yam); 18. Gio Tedesco (Yam); 19. Donovan Mitchell (Yam); 20. Danny Carlson (Yam); 21. Jerry Aleman (Suz); 22. Casey Johnson (Yam).

**125 MAIN (22 riders, 15 laps):** 1. Nathan Ramsey (Kaw); 2. Casey Lytle (Yam); 3. Isaiah Johnson (Yam); 4. David Pingree (Suz); 5. Greg Schnell (Yam); 6. Ryan Clark (Kaw); 7. Chris Wheeler (Yam); 8. Keith Johnson (Yam); 9. Michael Brandes (Suz); 10. Rusty Holland (Suz); 11. Tyler Evans (Suz); 12. Stephan Demartis (Hon); 13. Ryan Huffman (Hon); 14. Erick Vallejo (Kaw); 15. Rodrig Thain (Hon); 16. Steve Andrich (Suz); 17. Andy Harrington (Yam); 18. Akira Narita (Hon); 19. Daniel Blair (Yam); 20. Travis Preston (Suz); 21. Charley Bogard (Suz); 22. Tom Clowers (Suz).

**Time:** 14 min., 53.410 sec.
**Margin of victory:** 2.005 sec.

**125cc WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 5 of 8 rounds):** 1. Casey Lytle (100); 2. Nathan Ramsey (98/3 wins); 3. Casey Johnson (94/2); 4. Michael Brandes (88); 5. Isaiah Johnson (81); 6. Ryan Clark (64); 7. (TIE) Travis Preston/ Tyler Evans (50); 9. (TIE) Charley Bogard/ David Pingree (48); 11. Greg Schnell (45); 12. Erick Vallejo (39); 13. Keith Johnson (38); 14. Alessio Chiodi (34); 15. Chris Wheeler (28); 16. Billy Payne (27); 17. Stephan Demartis (26); 18. Gio Tedesco (24); 19. Rusty Holland (18); 20. Ryan Huffman (14).

Upcoming Rounds:
Round 6 - Dallas, Texas, February 27
Round 7 - St. Louis, Missouri, March 27

**David Pingree (60) turned in his best race this year, grabbing the holeshot and finishing fourth. Here, he leads Primal Impulse teammate Michael Brandes (49) into a turn. Brandes crashed in the main but still salvaged a ninth-place finish.**

# Briefly...

**Chris Gosselaar** was cruising around the pits at Anaheim in a wheelchair. The FMF/Honda rider is shooting to be back in action at round 12 in St. Louis on March 27. "I broke both my heels, and I broke a toe and one of my ankles," said Gosselaar about the injuries he sustained while practicing for the first Anaheim SX in January. "They put a plate and five screws in my right foot, because I totally shattered my heel. In the left one, they put one screw and pins, and I just got the pins out last Thursday. I also dislocated my finger pretty bad in the crash. I'm going to hopefully start walking sometime next week and start riding in four or five more weeks."

What did **Larry Ward** do after his big win in Seattle last week? "Mainly, I enjoyed the win on Sunday and hung out with my family up in Washington and watched the Super Bowl," said Ward, who wasted little time getting back to work. "I flew back here on Monday and rode hard Tuesday and Wednesday. I had a lot of open houses to go to this week, too. In between that time, I rode with Greg (Albertyn) and Robbie (Reynard), and we had a lot of fun." Like many other riders, Ward also seemed to like the track conditions in Anaheim this time around more than the last time, for the opener. "I'm glad the track is a little bit wet. It's still California dirt, but it's pretty good out there. I've always had a tough time on hard tracks. I like softer tracks, like we'll have tonight. And I definitely like to race out east. That's where I usually have the best results." Last year, Ward won in Tampa, the site of next week's race.

Even though **Nathan Ramsey** is definitely on a roll, things could be better for the **SplitFire/Pro Circuit/Kawasaki** team. **Scott Sheak** is out with a shoulder injury that occurred in a crash at Seattle, but that's just the beginning. Billy Payne was out of action due to an injured esophagus. "He (Payne) really hasn't been able to ride enough," said Kawasaki Team Green manager Ron Heben. "He crashed at Seattle and cut his esophagus and had to have a tube down his throat for a while. He hasn't been able to eat for three days. He needs to be 100 percent to race, and we don't expect him to go out there and perform a miracle, so he's not going to race." To make matters worse, the team's number-one 125cc Eastern Regional prospect, **Shae Bentley**, broke his wrist during the week. "Shae goes in on Tuesday for an operation, and they are estimating six weeks before he is back in action," said Heben. It was also reported by Heben that **Ricky Carmichael** started riding again last week for the first time since injuring his leg in San Diego. Carmichael plans on racing in Tampa.

Before the race, Team Suzuki team manager **Roger DeCoster** claimed that the flu bug that bit **Robbie Reynard** during the last couple of rounds is completely out of his system. Reynard further confirmed DeCoster's statement when he went out and won the second 250cc heat while under some pressure by Mike LaRocco. "I've had a case of the flu for a while and haven't been riding like myself lately," said Reynard from the podium after his heat-race victory. "I'm finally feeling better. Tonight it's pretty cold out, but I still feel good."

**Team Planet Honda/Pro Grip's** newest member, **Jean-Sebastien Roy**, seems to be happy with his new CR250. The entire team has been working with FMF in the suspension department, although the motors are still close to stock. Unfortunately, Roy came within three spots of qualifying for the main event in Anaheim during the LCQ. Roy's teammate **Mike Craig** is still mending a broken femur. Craig will not be released to race by his doctor until he can hop on his injured leg.

**Honda's** four-man squad spent much of Thursday and Friday filming a television commercial. According to Greg Wright, Honda's press affiliate, "The commercial is based on the lifestyle of the riders, not necessarily when they are riding. It will run as a 30- to 60-second spot on the ESPN network in the near future." In addition to the commercial, **Ezra Lusk** is scheduled to do another little TV spot with his younger brother Shane. "Warner Brothers is doing a new show called 'Extreme Kids,'" said Wright. "On Monday, Shane and Ezra will go to Max Track and film some stuff for the show. We flew Shane in special for this, and we got a brand-new CR80 for him to ride."

Yamaha of Troy's **Casey Lytle** has newfound success in the air this year - literally. Lytle has been taking flying lessons in his spare time and is about to fly solo. "Lately, there have been a lot of little extra jumps on the track that he is the first to try on a 125, like some of the triples or a quad," said team manager Erik Kehoe. "It was pretty funny, because we asked him about it. We said, 'This year, all of a sudden you've turned into a real jumper. What do you attribute that to?' Lytle said, 'I think it's all these flying lessons I've been taking.'" Whatever it is, it seems to be working for the Yamaha of Troy rider, as he currently sits atop the points board.

Going into round five, **Mike LaRocco** was on top of the points standings by three points. LaRocco has not led the supercross points standings since January 16, 1993. **Jeremy McGrath** was the rider to take over the points lead from LaRocco in '93.

According to chief track designer Rich Winkler of **Dirt Wurx**, the Anaheim II track is completely different than the track at Anaheim I. "We purposely made it more difficult: It's a lot busier and more technical than the first track," said Winkler. "We purposely make the tracks more difficult as the season goes on."

**ESPN**'s sports variety show **"X-Today"** was filming in the pits to catch some on-the-track and off-the-track supercross action.

Honda team consultant **Jeff Stanton** will undergo arthroscopic surgery on Thursday, February 11. The procedure is to repair the torn meniscus that Stanton damaged while playing basketball. As far as Stanton can remember, the surgery will be "at least" number 20 for the three-time SX champion. This one will be a special one, however, because Stanton has chosen to go with an epidermal anesthetic and watch the surgery on a video monitor as it is being performed.

Missing from Anaheim was **Jimmy Button's** popping YZ400. It seems that along with Button's newfound starting success, Yamaha has worked the carburetion problems out of its big four-stroke. Button's bike sounds clean and, judging by his stellar starts, is running much cleaner as well.

At round three in Phoenix, Arizona, the 125cc Western Regional class lost 125cc World Motocross Champion **Alessio Chiodi** to the upcoming World Motocross Series in Europe. Now **David Vuillemin** will be returning home to France to contest the 250cc World Motocross series. "Of the five races I did here, it was a good experience for me," said Vuillemin. "It was good practice for the Grands Prix back home. I leave tomorrow, and as soon as I get back, I will start testing for Yamaha right away. It is time for me to go home." Vuillemin has always been a threat when on the line of the 250cc main event, and he will be missed - until next year, that is.

After the 125cc final, extreme-sports legend and Palmer Snowboard Co. owner **Shaun Palmer** presented 125cc main-event winner Nathan Ramsey with a shiny new snowboard. "I didn't know anything about that until he gave it to me on the podium," Ramsey said of his gift. "That was so cool: I'm definitely going to use it, that's for sure!"

New Mexico - America's new hotbed of motocross? After **Isaiah Johnson** finished third in the 125cc final, he pointed out that two other riders from New Mexico finished in the top 10 at Anaheim: Ryan Clark and Keith Johnson. "Gio Tedesco made it in Seattle, and we all practice together," Isaiah Johnson said. "Justin Buckelew is also a cousin of Keith and I, and we all make up the clan."

# KING OF BERCY NOW RULES THE KINGDOME. SEATTLE-PARISIAN RELATIONS NEVER BETTER.

**LARRY WARD EXTENDS REIGN WITH SEATTLE SUPERCROSS VICTORY.** In the FIM World Supercross Series, Team Suzuki rider Larry Ward was crowned King of Bercy. Now in the AMA Supercross Series, he rules the Kingdome. With his Lee McCollum-tuned RM250 as his throne, Ward conquered the 250cc after taking the hole-shot and added Seattle to his dominion. Also wielding his power was Suzuki rider Michael Brandes who battled for a podium finish in the 125cc main event for the third time in the first four rounds this season. Stop by your local Suzuki dealer and dominate in your next race. Because as Ward would tell you, "It's good to be the king."

MICHAEL BRANDES

LARRY WARD

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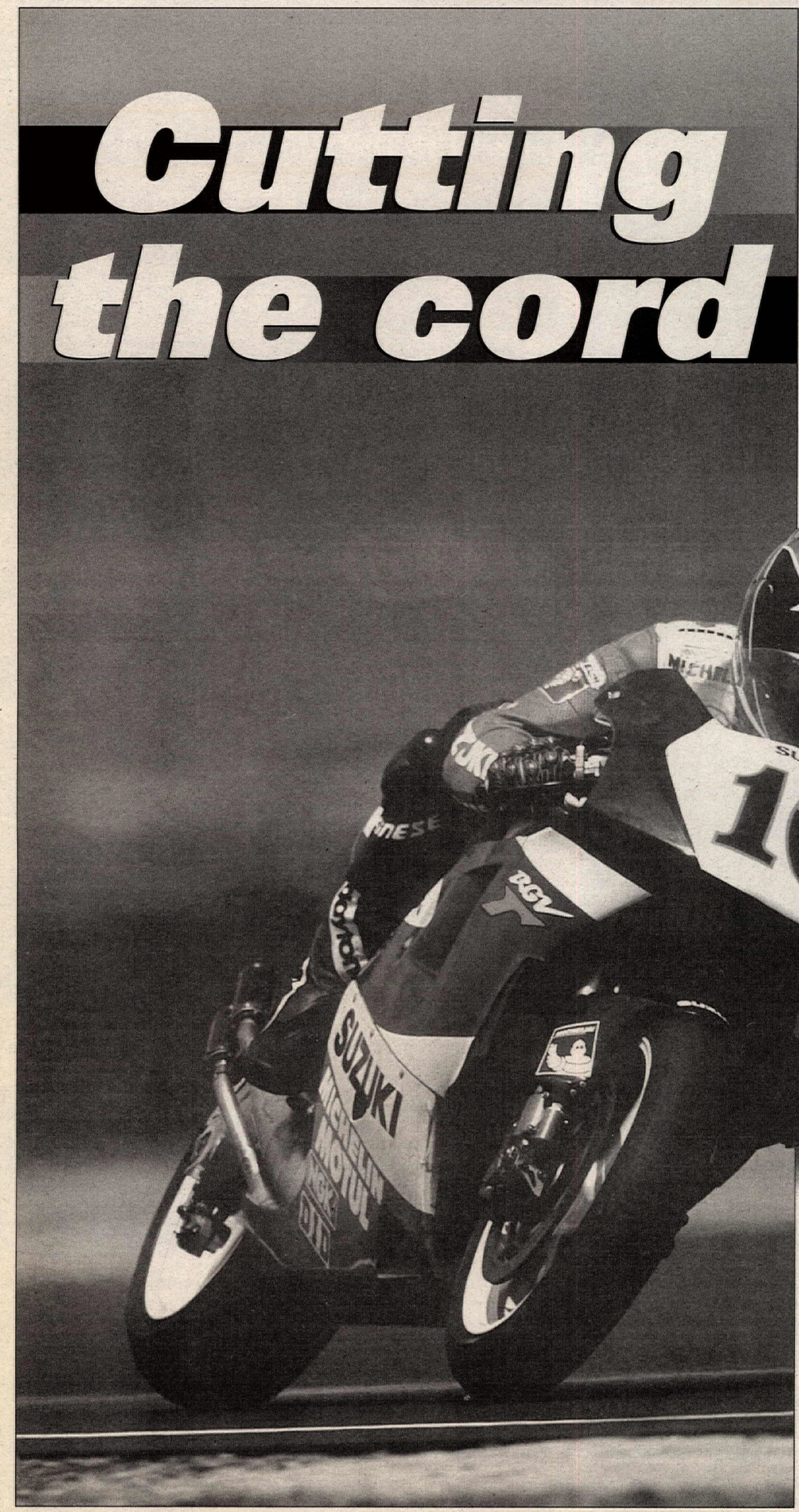
# Cutting the cord




By Henny Ray Abrams

Is he any good?

It is the question that defines every rider's career, but none more so than the rider with the most famous name in racing. For him, the question has always implied a suggestion of nepotism. The time has come for him to move on.

Kenny Roberts Jr. is good. How good remains to be seen, but good enough for Suzuki to pin their perennially flagging hopes on the 25-year-old from Modesto, California. This was not their first offer to the eldest son of Kenny Roberts.

The past two years of his career are an aberration. The motorcycle he rode (valiantly in most cases), the Modenas KR3, has, for much of its short life, been more a design exercise than a fleshed-out racing motorcycle. Rushed into production, hampered by shoddy suppliers, underdeveloped, undertested and, most importantly, underfinanced, the KR3 has only now begun to show the promise it held on paper when conceived almost three years ago.

Roberts Jr. - known simply as "Junior" - committed to his father's project, saying in 1997 that they had to make the thing work. It never did, his career was stalled, and a decision had to be made.

"I knew and my dad knew that this was a make-or-break year for him and I, as far as we were either going to do it or basically we have to figure out other things," Roberts Jr. said recently during a far-ranging interview at his comfortably furnished home in a gated community in Modesto.

There is more than a little of the father in the son. He's taller than his father, but he has the same prominent jaw and central-California intonation. Their dedication to their chosen sport is identical, though Roberts the senior spent much of his career fighting the battles which allow Junior and his generation to enjoy far more in every aspect - salary, equipment, track safety - than he ever did. And he did this while raising Junior and his two siblings.

Though his dedication to motorcycle racing is unwavering, "KR JR," as he's also sometimes called, has other interests. As an avid cook, he's not above showing off Polaroids of his famous deep-fried turkeys. When there's time, he fishes, always for sustenance. His home office contains a massive aquarium that he's converting to a living-coral tank. CNN Headline News plays continuously on his large-screen television. There is the usual assortment of toys, but many of them are related to keeping him fit for racing, something he's embraced with a passion for the first time in his career. He is, in a word, normal - not an adjective often used to describe motorcycle racers at the highest levels. It is a testament to his famous upbringing, the time he spent chasing around paddocks around the world, wherever where his father raced. They have been together since Junior went to Europe in 1993. This past year proved he needed to become his own man.

By midseason, it was clear that he and his father would be going their separate ways, that he would be leaving the fold. If Kenny Roberts Jr. was going to prosper on his own, it would be with a different team. That team would be Suzuki.

Since the brilliant but erratic Kevin Schwantz retired, Suzuki has done nothing but struggle, reaching a nadir this year when they floundered with a host of Japanese riders and no sponsorship. To right the ship, team manager Garry Taylor could have had almost anyone, and he chose Roberts Jr. Junior wanted to go, but with one condition.

"(Taylor) asked me if I wanted to bring anybody, and I thought for a while; I thought, 'What about Warren (Willing)?'" Junior recalls. Warren Willing is the man who did most of the design work on the Modenas and is one of the most highly respected engineers in the paddock. Taylor was one step ahead of him.

"He was already talking to Warren," Junior said. "So

then I approached Warren, and Warren didn't know that I knew. And my dad knew all along, and my dad knew that Warren had been talked to, and I hadn't even said that Warren had been talked to. The only way my dad was truly happy with the deal is when Warren went with me. Then he was okay with it."

Their first test would be at the Jerez circuit in southern Spain soon after the season ended.

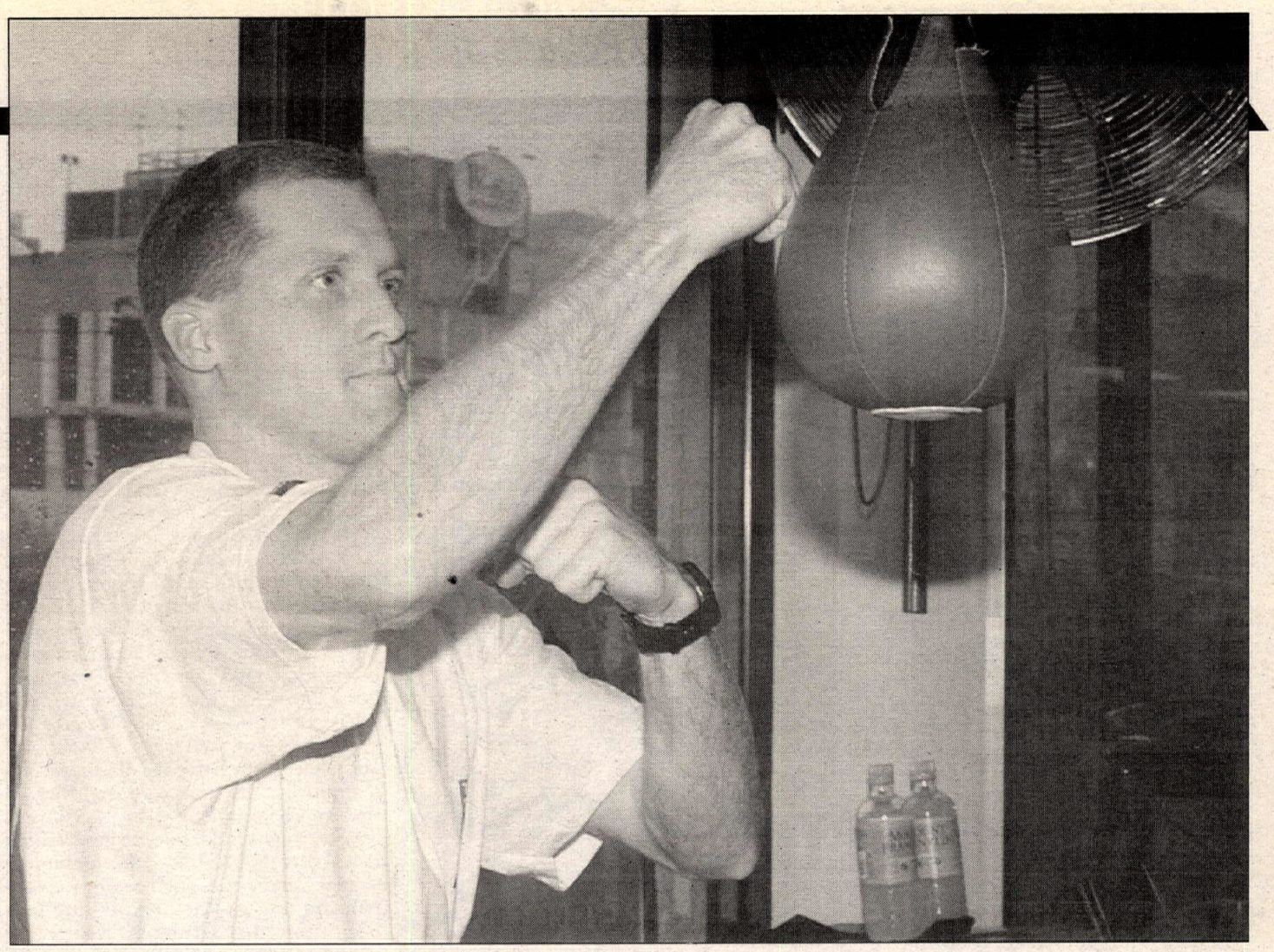
"When I got on the Suzuki, I knew it was bad, and I didn't want to fall down on a stupid mistake and get hurt just because of something I couldn't feel," Junior recalls, "so I was pretty apprehensive about that the first day. But I just kept going around and around, and every time you'd get in there and you'd go, 'Man, I can go a little bit more' and I could get more feeling. The second day we did some 43s, and the track record is 44.4, and I was very comfortable at that pace. So we were happy about that. We were happy because we know how to go faster and we need to go faster, we need to be able to do low 43s. That's what it's going to take."

From that first test on, the team has been at or near the top of the charts at every subsequent test. And it will only get better. There are an unprecedented 12 tests planned before the start of the season in Malaysia. The schedule is ambitious, but Junior's up to it, especially considering how he spent the past two years.

The idea behind the Modenas was to incorporate the weight advantage afforded a three-cylinder machine in a good-handling, powerful package. The weight never came down; there were innumerable problems, some due to overambition; and every race was an adventure. Does he regret the two years he spent on the Modenas?

"I'm 25 now, and I would say that if I win a World Championship and I win races, then I won't regret it," he said. "I don't think that I'll regret it anyway, because I was a part of my dad's history, as far as him making a bike. And I have a lot of respect for my dad. If there's one thing that somebody is made to do in life, that was his perfect, ideal situation - not the Modenas, but racing motorcycles and being a team owner. Because he's always got all the answers, he's always ahead of the ball game, and I was glad to be a part of that. I progressed a lot on bikes and developing chassis and engine power curves and what a bike should do.

"And I think that a lot of riders, especially Americans nowadays, really lack that. Because you get on an AMA bike and you can't change nothing, you've got to ride it harder than the other guy. The only problem is that when you go to GPs, everybody is riding at 100 percent. So you're not going to ride it harder than the other guy. If you do, you're going to go slower because you don't know how to set it up. I mean, they just have no idea; just people that I talk to - the AMA riders, American riders - they've never had the chance. It's not their fault. With those rules, those guys, in my opinion, aren't ever going to get a Grand Prix bike. It's going to take them a while. They're going to struggle. Like, Matt Wait was lost over there. He has no idea. They end up ruining the bike, so much that they just blow themselves out of the whole deal. You put somebody like Matt or any of them guys on the superbike and they can probably go just as quick as the next guy. They're not a Doug Chandler, or anybody like that, but they can beat them on a day. You're never going to beat a Mick (Doohan) on



a day. When you're dealing with geometries and engine positions and where the weight should be and where it's supposed to be, how are they going to know that without being able to do it? At least Wayne (Rainey) and Kevin (Schwantz), they rode stuff that was just crazy. Wayne developed stuff for my dad.

"The Modenas taught me a lot because we had different crank rotations, we had different firing orders, we were always changing chassis setup. I remember going to Germany and we brought the steering head angle in 8mm, just from one practice to the next. We thought that's what it was going to need. And we changed the trail, and that's unheard of."

But the downside was considerable. Every noise, every vibration, every twitch of the tire could have been a presage of disaster. Junior had to put it out of his mind.

"You know, I have a very short memory," he said. "I think most of the Grand Prix guys do. It scared Ralf (Waldmann, his Modenas teammate) quite a bit. It would take him a while to get over it. The thing threw me down pretty hard in Czecho, pretty hard in turn one. I didn't like that. We missed a lot on that bike with development stuff. I was put on the line because they needed somebody to test it and needed somebody to put it through its deal. They didn't have Ralf do it - I was the one guy there. They wanted it done right. So the new engine was stuck in my bike. It didn't seize and make you fall down that often. I think it threw me down the road three or four times in two years; same with Jean-Michel Bayle (his 1997 teammate who has signed on for the 1999 campaign). It wasn't that scary. A twin is worse, because when a twin locks up, you only have one to get going. So it wasn't that bad."

The worst-kept secret in the paddock was that the Modenas wasn't going to win. So Junior had to set other goals to motivate himself.

"One goal that I set for myself this year was to beat Ralf - mentally, physically and every time on the track," he said. "Anybody can say what they want about Ralf; he had his good days and he had his bad days. On the average, week in and week out, I did exactly what I wanted to do. He's no slouch. That guy can still win 250 races. 'Ninety-seven was basically a washout year. Jean-Michel rode the bike great in the beginning part of the year. Then we came on strong after we tested and got the chassis doing what I wanted it to do, more like a 500. Then, of course, in '98, what I learned a lot was perseverance. Halfway through most of the qualifying sessions, we went for our lap times then, because the bike was running and that was what we did. Now, if we, at the end of the practice session, could do it again, we went for another lap time. We never once left if for the last minute, because when the bike was running and everything was right - the electronics weren't missing; the speed shifting was working; the jetting was fine, when it wasn't missing - we stuck a tire in and went for it. I rode France qualifying with the thing stuck in the morning session and they didn't tear it apart. In the afternoon, we noticed it was stuck and, naturally, there was no cylinder pressure. In '96, I remember I seized two times that year and my practice, my whole weekend, was just over. Mentally, you just thought it was all over because you missed 10 laps. If we didn't seize twice on the Modenas in one weekend, we were happy. Mentally I was like, I got a great chance to get a top five, or top eight. I think that's where we're stronger now. And things don't bother me on the bike. If the thing is doing a little bit of this and a little bit of that, it doesn't at all faze me. It just makes you ride harder. The Modenas makes you ride harder."

Roberts Jr. recalls, upon returning to France, how discouraging it could be.

"At Paul Ricard, you have turn one and turn two, and they've got a section for that, just two little kinks; and from turn two to turn three is a one-mile-and-a-half straightaway, or whatever it is. So that straightaway is just one section from the time you stand it up to the time just before you brake. There's no acceleration as far as leaned over, and there's no braking as far as hitting the brakes. It's just the motor. And then you've got from that turn three all the way to the start/finish line. So that's just all corners. From the start/finish line to turn one again, there's another one; there's four things. I was three-tenths of a second faster than anybody if you took out the straightaways. I qualified like ninth; I was on the third row. How are you going to make that up? Some 1.4 seconds on the straightaway. You can't go any faster in the corners. You're already three-tenths faster than Mick (Doohan), and he qualified on the pole. And that's when it gets discouraging. You have to have everything right to get on the third row at a place like that. And then what are you going to do in the race? Somebody will come past, slow you up in the corners, outaccelerate you, and the next guy does the same thing. And it's just what happens: You lose on the straightaway and the next guy gets you, so you just keep going backwards."

Germany provided the best finish, a sixth place. At the end of the year he was 13th, a spot in front of Waldmann, who moves back to 250s this year. The Modenas will continue its uphill struggle. Junior thinks it can be competitive.

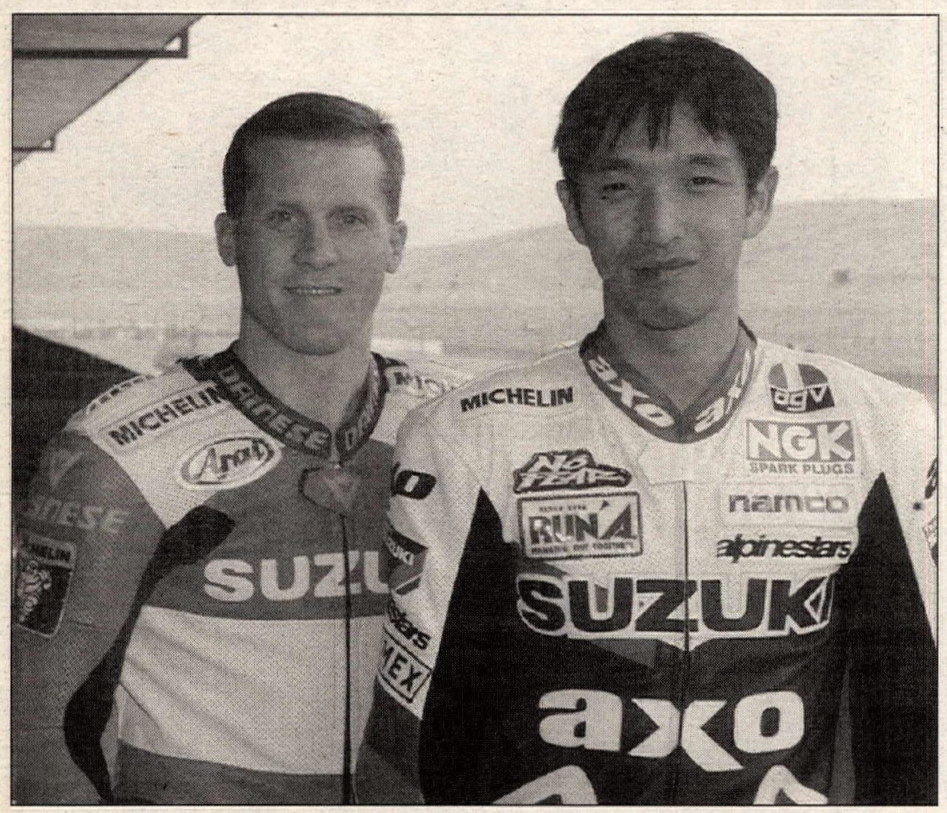
"Mathematically, yes, everything just has to be right," he said. "And nobody's done it yet. Honda - actually the twin - it's had some good races. But it's never out and out beat a four. So I think it's got a lot to prove. I think that they can get it (the Modenas) to race with it (the four-cylinder machines), but I don't think they can get it to beat it, at this point. They've never got it even close to what it can be. Mathematically, it's supposed to work. And if there's any team that can make it work, it's my dad's team."

They'll have to take off 25 to 30 pounds and add 20 to 30 hp. That's not Junior's problem anymore.

Now it's time to reverse Suzuki's fortunes. The task may seem insurmountable, but, with Willing's able assistance, Junior couldn't be more enthusiastic. And it's a challenge he took on by choice.

"Basically, I didn't want to go to Honda and I didn't want to go to Yamaha, because they have the bikes and they just want to put riders on the bikes and that's it," he said. "I wanted to have a home to where I could develop a team

# Kenny Roberts Jr.




Kenny Roberts Jr. will be joined on the Suzuki 500cc GP team by Nobuatsu Aoki, who returns to the team for a second season.

and a bike around me, like Mick (Doohan) at Honda. When you think of Honda, you think of Mick. You think of Yamaha and you used to think of Wayne (Rainey), and Suzuki was Kevin (Schwantz). That's the way it used to be. Maybe it's not the way of the future. I still think I can develop the team and the bike around me. They may want to get more Suzukis involved and get everybody going fast on these bikes, and that's why they have Warren (Willing). That's why they wanted Warren as well."

Having watched Suzuki struggle the past few years didn't dissuade Junior from his choice.

"We have the ability to make it good," he says confidently. "I have total faith in Warren. I worked with (Mike) Sinclair and I worked with a couple of guys on Wayne's team. Warren is a totally different type of guy. You can sit down and he can physically show you on a computer why it feels like it does. Other guys were always trying to keep me in the dark, and you never felt right. And when I worked with Warren this year - I would seriously say that working with Warren is 2 1/2 years of working with a normal guy. You just learn so much more and he explains it so easily and he backs it up with the physical part of it - the math, or whatever you want to see, the computer stuff - and it just helps you learn. We know that it's going to be hard, but Warren knows what the strength of the Yamaha chassis is, he knows what the weight of it is. He knows what this has to be and he knows what the suspension is supposed to do. So what more is there?"

From having watched it on the track, Willing had drawn his own conclusions, which Roberts Jr. says were spot-on.

"Everything that Warren thought was wrong with it is turning out to be wrong with it," Roberts said. "The chassis are heavy, which means they're stiff. We know the chassis are stiff. And when the chassis are stiff in the wrong areas, which they are - when you lean a bike over, it tends to stop letting the suspension work, and you sort of lose feeling on that side. That doesn't prevent you so much from going fast, feelingwise, it just limits you from having the maximum amount of grip, which in turn means you're fighting it. That's not really a major issue. We took some stuff to Showa, and they'd never seen any dampening curves or compression curves that we run on the Yamaha and we run on the Modenas and they put those in the front fork, and it's a lot better. They don't pack down and then lose feeling right away. When I got on the bike the first day at Jerez, I rode it half a day and I said, 'I don't want to even attempt to ride this thing.' They had the rear seat an inch and a half too low and three inches too far back - that's basically 100 mil (millimeters) from a Honda. And then the tank was a 100 mill further back than a Honda. When I got on the thing, I couldn't bend my elbows to tuck in, because the tank would push me back. It felt like you were riding a pregnant chick. It felt like you had this big tank there and you couldn't get on the front wheel. So they had brought a tank that was 80 mill shorter and we put the seat up an inch and put pads to get me more forward on the bike. We need to move the engine forward. We know everything we need to get feeling out of the bike and balance out of the bike. If we can get feeling out of the bike and balance the bike, we can win races. We have to win races. It's no secret. And Suzuki's dying to do that. They gave me everything I wanted."

His initial impression was that riding the Suzuki was much easier because you didn't have to worry about engine braking and you didn't have to worry about the vibration and you could use the back brake. As soon as you'd use the back brake on the Modenas, he said, the back wheel would come up in the air due to engine braking.

"The first day, Warren said, 'Man, you've got to start squaring those corners off, because you're coming out of the hairpin leaned over like a 250.' I go, 'I'm sure I am,' but pretty soon I was able to open my eyes up, and I kept going wider and wider and the lap times kept going down and it kept getting easier, the acceleration patches were longer and braking wasn't so precise. You could move yourself around before you get in there. And then it all started coming back. So it's definitely a different way to ride a bike, and it's much easier to go faster on a four than it is on a three. A three's just all front end."

The results have also paid dividends for Junior's teammate Nobuatsu Aoki.

"Aoki always had a problem with understeering, and I couldn't ride the bike - the setting they had, I couldn't ride it," Roberts said. "He uses a lot of back brake. He actually peels tires, delaminates tires, because 60 percent of the time he's using the back brake on the track. And it's been a problem for him the last half of the year, and he's been trying to fix that. When I flick the motorcycle in the corner, I don't have the brakes on. When he flicks the motorcycle into the corner, he has the brakes on. So it was a huge difference in the way that the bike has to go into the corner. If my back brakes are on going into the corner, I'll spin myself out, because the rear will just lock up because there's no weight on it. When his is in there, it's got a lot of weight on it from the back wheel trying to stop, which sucks the suspension down. When I ride his bike and I flick it in hard, it takes a set and then pushes the front because I flick all the weight onto the tire. Well, his is already down and it goes in just because it's steering. He liked the geometry changes and he decided to get the suspension the way he liked it, and he's been using that setting ever since. He went faster than he had qualified."

Talk, it is said, is cheap, and Roberts knows that. The time has come to win.

"I think we can do that on a Suzuki," he says. "If we do that on a Honda, is there going to be a 500cc year in the year 2000? There's eight Hondas out there. Who's going to keep up watching Honda win these championships? They're the dominant bike. If I can get within 80 percent of the Honda, I'll ride it harder. As long as I can ride it 100 percent and we don't feel tired, I can beat those other guys. I'm positive. I have no problems with that."

Like his father, Roberts is an enthusiastic booster of the sport, and he is profoundly disappointed in the sport's leadership.

"GP racing can be so much more," he said. "I mean, we need to get the younger audience into it."

To that end, he's been working with a software developer, taking no compensation, to develop a Grand Prix computer game.

When Junior last rode a four-cylinder 500, for Wayne Rainey in 1996, it was generally thought that he didn't take racing seriously enough. He'd watched how hard Rainey trained, but didn't put the time in himself. This year has been different. His workout regimen is as strict as anyone else's.

"You've got to say Mick's the best guy out there - bar none, physically, the best guy out there," Roberts said. "I think I'm physically equal to Mick right now. My endurance is way up, my muscle endurance is way up, my respiratory. I can't wear myself out in two hours no matter what I do. I've got a little bit of youth on my side compared to Mick, but mentally is where Mick is strong, because he's won so many championships, he's won so many races, and he's just very aggressive. He's just nonstop pushing 110 percent all the time. That's where I think my dad helps me out, and where he will help me out is that part of it. We've rode a lot this year and I've been in the gym every day, and that just makes you mentally tougher. And I think that once my confidence goes up and I'm running with Mick in races, then I think the enthusiasm part of it is going to help me out. Definitely we're lacking experience, as far as being in the lead and knowing what it takes to get to Sunday, and knowing what it takes to get the tires in the right wear and get that mind-set."

Doohan is Junior's measuring stick for a number of reasons. One, obviously, is because he's the best and has been for some time. He's also the most dedicated. And he and Junior have similar riding styles.

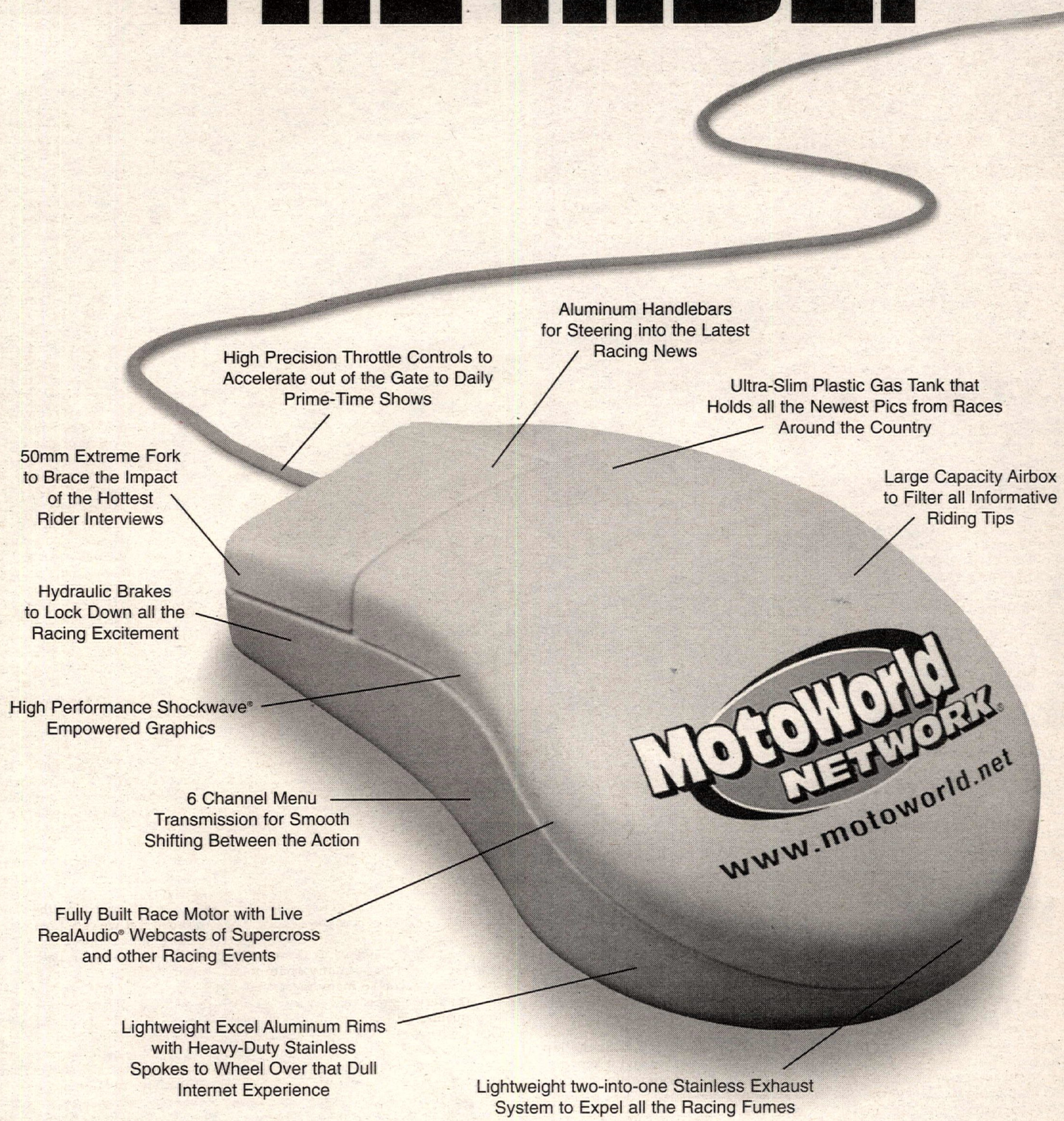
"I don't care if Max (Biaggi), let's say, wins the first five races this year," Roberts said. "Let's just hypothetically say that, because I can never be a Max. I can never ride the thing perfectly in line with that much corner speed. It's just something I know I'm never going to be able to do, but I know I can ride like Mick. I know I can spin the thing up and push the hell out of the thing and get the thing to light itself up, given that I have a bike to do that. That's what kind of rider I am, and I can't change that. I've changed it somewhat on the Modenas, and I was able to push it hard enough to where I could beat Ralf, who had that style. But I still did it my own way. I know Max is going to be there. You can't count him out. He showed so much ability this year, even though he was on a Honda and anybody can do it on a Honda. But he showed he was a lot better than Alex (Criville), especially for just his first year. (Carlos) Checa, to me, seems to be a very aggressive rider - a lot of brake, a lot of throttle. The Yamaha doesn't work like that. So I'm not counting him out, but it's going to be interesting to see how he goes. Sete (Gibernau) has been going real good on the twin. I don't know how that's going to go. We've got Simon (Crafar), and it's going to be interesting to see how he goes on Michelins. (Tadayuki) Okada just seems to fall down and get hurt really easily. Everybody can get hurt when they fall down, but he hasn't ever really put a year together to where he's kept on the thing and challenged Mick.

"Since I signed with Suzuki, since I knew I was going to sign with Suzuki, since the year ended and I started testing for Suzuki, the only rider I've truthfully thought of beating and setting my sights on how to beat him or even how to keep up with him, how to see him finish the race, is Mick. He's the only guy I've thought of. I haven't even worried about anybody else, because it's out of my control. But I know that the guy who's going to be there is Mick, and he's proven it the last five years and okay, everybody says he was still the fastest guy by far this year. Don't look at the championship. He still just blew everybody off. There were some races where Max went well. If you're always voting for the dominant guy, he (Doohan) is it."

Listening to Junior, you'd have no idea that this was a rider who finished 13th in the World Championship, moving to a team whose rider finished ninth, worst of the factory four-cylinder machines.

"It's all worked out the way that we planned it if we could plan it," he said. "We're not overexcited, because we've still got to get a lot better, but we're excited that we've got a great team. Garry Taylor put together some great mechanics for me, and he made everything I needed to happen happen. And I can't say enough about that. It's easy just to do something and kind of stop halfway, but he's done everything we've needed. We can't get anything but better unless we have setbacks from getting hurt or something like that; we're not going to do anything but get better. Because I know I can ride it 20 percent harder and I know the bike can easily be 20 percent better by the first race." CN

# GEAR UP FOR THE RIDE.

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## Rounds 19 & 20: Niagara Falls Convention Center

AMA/PJ1 NATIONAL ARENACROSS SERIES

# Buehl barrels over Niagara Falls

By Dave Deringer
Photos by Karl Ockert

NIAGARA FALLS, NY, JAN. 29-30

No, Jeromy Buehl did not take a ride over the massive Niagara waterfall, but the Thor/Honda/Tuf Racing-backed rider did dominate the racing at rounds 19 and 20 of the PJ1 National Arenacross Series.

Buehl looked like a man possessed as he won three out of four main events over the course of two nights of bar-banging on the rutted-out, wet, tacky New York soil. Earlier in the week, the native of London, Ohio, told his mechanic, Chris Hunter, and Tuf Racing owner Dave Antolak that he was going to improve his results and refocus on racing - and he did not disappoint.

Buehl won both the 125 and 250cc finals on Friday - the second time this year he has done so - and then came back to take the win in the 250cc final on Saturday.

"I like this track a lot," Buehl said. "My (practice) track is like this, too - rutted-up and gnarled-up - and that's the way I ride it. I'm not out of it yet, and I'm just doing my best for myself, my team and my sponsors, and I just hope I don't go into a dry spell like I did after Jacksonville."

Finishing second best on the weekend was Primal Impulse Suzuki/Bill's Pipes/Dunlop-supported Buddy Antunez. The defending PJ1 Arenacross champion finished on the podium three times: two second-place finishes in both of the 125cc finals and a third in Saturday's 250cc main.

Carrollton Kawasaki.com/Tucker Rocky/Reynard Modification's Cliff Palmer is the consistency king, though, finishing in the top five in all four main events for the fourth week in a row. Although Palmer did not win a final this weekend, his spirited rides kept him atop the leaderboard once again.

"I'm glad to be up here and gain points; that's what I aim to do," Palmer said. "My 250cc is my strong bike and I just focus on being consistent."

Buehl's teammate Jeff Willoh was the other weekend winner, capturing Saturday's 125cc final. A huge crash on Friday left the rider from Glendale, California, battered and bruised, but the easygoing Willoh did not let that stop him, as he also cruised to four top-five finishes.

With Palmer's further consistent finishes, Antunez only gained two points on the points leader; now Palmer leads by 22 points, 627-605. Willoh's good rides have him solidly place in third with 585, 30 points ahead of his teammate Buehl, who now has 555 points and is not out of the championship hunt yet.

(Above) Jeromy Buehl had a good weekend at the Niagara Falls Arenacross, winning three out of four races. (Left) Denny Stephenson (4) and Jeff Willoh (48) mix it up in Saturday night's 250cc main. Stephenson ended up second, but Willoh won the 125cc main.

### FRIDAY

Buehl started the winning early, as he took both of his 125 and 250cc heat-race wins. Willoh started the weekend off on a bad note, as he piled himself into the soil on the first lap of the first 125cc heat race over the big finish-line double. The Californian's ribs were in serious pain, but he qualified for both main events via the semis. SMP/Barr's Competition/Klotz-supported "Mad" Mike Jones won more than $500 in the SBS Dash For Cash and followed that up with a win in the jump-off contest.

Buehl nailed the 125cc main-event holeshot, followed by Carrollton Kawasaki/MSR/Pro Circuit's Greg Rand and Antunez. The injured Willoh was also up there, as were Palmer, Team Green's Jeff Gibson and Jones.

Buehl tripled on the first lap and gained an early advantage, as he was one of only a chosen few to do so in the ruts.

Rand closed in on Buehl by lap three, but it did not last long, as Antunez got by the Kawasaki-mounted Rand for second on lap six. On lap seven, Jones went down in the rockers when his hand slipped off the bars, and he lost several positions.

With the battle for second heating up, Buehl began to pull away from the pack at the halfway point of the 16-lap race, and he had the race win locked up.

Antunez held second for the remainder of the race, and Rand, Willoh and Palmer rounded out the top five.

"I got a great start, and that helps tremendously," said Buehl of his ride. "This track is skinny and hard to pass on, but I like it."

"Everyone is fighting for the same rut, because there is only one good one out there," Antunez said. "I just did what I could and tried hard."

"It's always good to get up here on the podium and get a little exposure," said third-place finisher Rand said.

Willoh, Antunez and Buehl were at the head of the pack at the start of the 250cc final. Jones, Palmer and Denny Stephenson trailed.

Jones got by Buehl before the end of the first lap and then went after Antunez. Jones blitzed by Antunez two corners later through the rockers and into second.

While running third on lap three,

Antunez cross-rutted through the rhythm section and lost two positions to Buehl and Palmer.

Jones was next to attack, and his target was the leader, Willoh. Jones block-passed his way into the lead and Buehl soon followed. Buehl scooted by the wounded Willoh, and then Palmer struck, displacing Willoh to fourth in a matter of two laps.

Buehl, who looked the most at home on the tough track, moved alongside Jones around lap seven. The two diced for several laps until Buehl tripled to the inside of Jones coming into a corner, setting up Jones on the outside and making the pass.

By lap 10, Buehl was once again pulling away. Jones held second while Palmer and Willoh cruised in third and fourth.

Palmer worked on closing the gap on second-placed Jones for some time, eventually pulling alongside and making the pass stick with only a few laps remaining.

Buehl took his second win of the night, comfortably ahead of a hard-charging Palmer, a die-hard Jones and a courageous Willoh. Stephenson finished fifth, and Antunez finished sixth after a poor start.

"My bikes are working great and I've just picked it up mentally," said Buehl.

"I'm happy to be up here," said third-place finisher Jones. "The more I tried to go fast, the more mistakes I made: overjumping the triples, almost going through the berms. I'm actually surprised I finished this well. I turned around once and said to myself, 'Where is everybody?'"

### SATURDAY

Antunez looked strong in the early going, as he won both of his 125 and 250c heat races. Palmer had a crash-filled outing, as he was involved in a first-turn crash in his heat race and then in another entanglement in the Dash. Jones won the $800-plus Dash and took the jump-off win for the second night in a row.

Rand got the holeshot in the 125cc main, with Willoh, Antunez, Palmer and Banzai/Xtreme/Wiseco's Tom Hofmaster in tow. Friday's big winner, Buehl, was nearly in last after one lap. The somewhat ill Jones decided to sit out the 125cc race to save some energy for the 250cc final.

Willoh passed his way into the lead on lap three and Antunez soon followed, moving past Rand into second. Hofmaster moved by Palmer through the rockers and was into fourth by lap five.

Hofmaster looked to be on the move, as he was closing in on Rand, who was riding with a painful blister. Palmer closed back in on the two as they scrapped for position; then Palmer moved by both of them for third.

A lap later, Rand mistimed the final double and looked to be headed straight into the wall when he bailed out at the last second. The surprised Hofmaster basically followed in Rand's tire tracks and slid alongside Rand, and both riders were knocked out of contention.

"I hit a rut that turned left and I couldn't hang on over the double," Rand said of the crash.

"I thought he had a new, smooth line," Hofmaster said, "and I just followed him right into the wall."

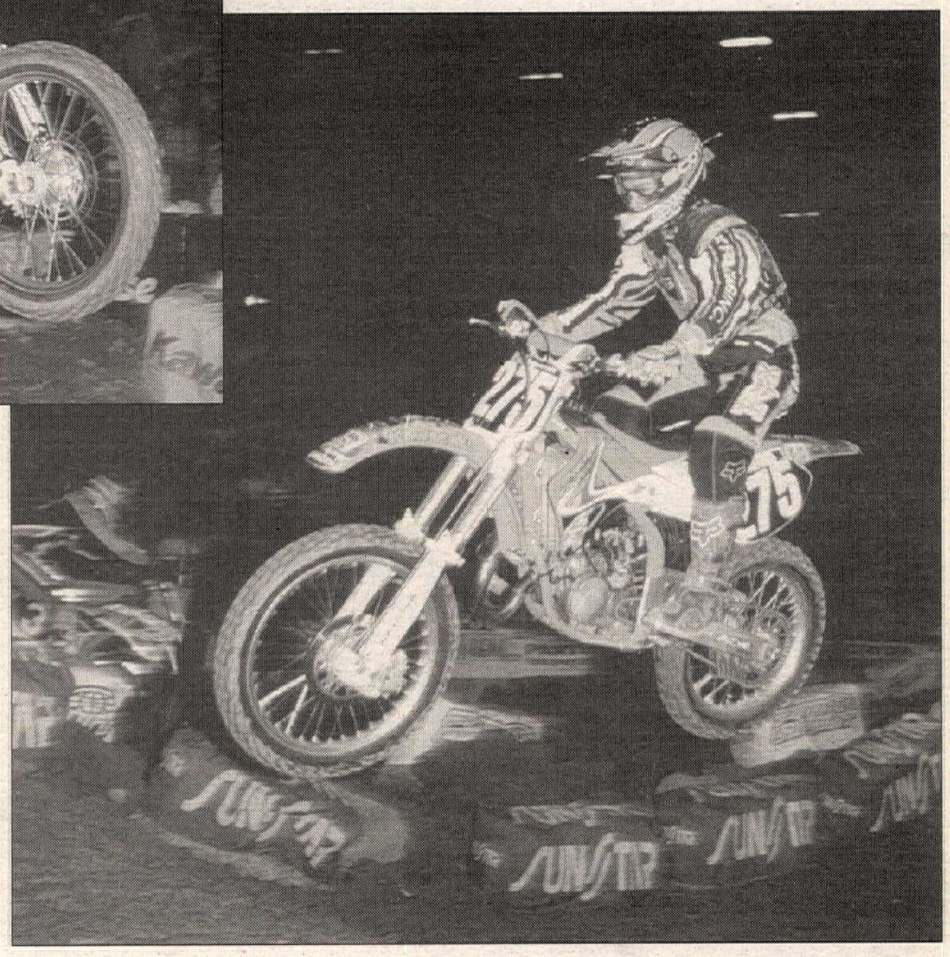
Willoh controlled most of the race up front, but Antunez put the pressure on with several laps remaining. Antunez pushed Willoh to the limit, sticking in a wheel in several corners, but Willoh would not crack, taking his 10th victory of the season.

Antunez and Palmer finished on the podium, while Stephenson and Two Wheel Kawasaki/MSR/Oakley's Doug DeHaan took advantage of the many spills to round out the top five.

"I just had to pass my friend Greg Rand, and that was it," Willoh said. "I was actually hoping that he would hold on to second, but I lapped him near the end."

"In one fell swoop, Rand, Tommy and Ty Wallace all fell within 10 feet of each other, and I found myself in fourth," Stephenson said. "I started using some good lines then and started catching Palmer. For once in my life, I would have liked to have had a few more laps."

(Above) Cliff Palmer saw his points lead cut by two points, but he still has room to breath.
(Left) Defending champ Buddy Antunez posted four top-three rides.
(Below) Jeff Gibson finished a strong seventh in Friday night's 125cc main.



Jones directed all his energy into the start of the 250cc final, and he pulled a crowd-pleasing holeshot ahead of Antunez, Buehl and Stephenson.

In famous Mike Jones fashion, the 30-something-year-old Pennsylvanian gave it everything he had on the first lap, only to come up short by several feet over the big double.

Jones and his bike took an amazing tumble down the track, and he was down on the ground as 14 other riders whizzed by.

Antunez, Buehl and Stephenson settled into the top three positions as the medic flags waved for the downed Jones for several laps.

Buehl made his last pass of the weekend a good one, as he made his way by Antunez for the lead five laps in. Stephenson also passed Antunez, this time through the rhythm section, moving into second.

Buehl began to pull away from Stephenson throughout the next few laps, and he started dealing with lapped traffic. Antunez settled into third, while Palmer and Willoh traded some paint, battling for fourth.

With only a few laps remaining, Buehl had lapped up to sixth place, picking off riders one by one. He soon crossed the line for his third win of the weekend and his fifth win of the year.

Stephenson, Antunez, Palmer and Willoh rounded out the top five.

Buehl enjoyed his successful weekend.

"I felt great all weekend, actually," Buehl said. "I'm just rededicating myself, and I'm thankful to be here."

"I don't know what I did - maybe (it was) brain-fade," Jones said of his crash. "The back end kicked up, and I lost all momentum in the air and nose-dived right into it. I knocked the wind out of myself and tweaked my wrist - but oh, well." CN

**Niagara Falls Convention Center**
**Niagara Falls, New York**
**Results: January 29-30, 1999**
**(Rounds 19 and 20 of 34)**

**Friday**

**125 PRO (15 riders, 16 laps):** 1. Jeromy Buehl (Hon); 2. Buddy Antunez (Suz); 3. Greg Rand (Kaw); 4. Jeff Willoh (Hon); 5. Cliff Palmer (Kaw); 6. Denny Stephenson (Hon); 7. Jeff Gibson (Kaw); 8. Jim Chester (Suz); 9. Tom Hofmaster (Suz); 10. Ty Wallace (Yam); 11. Doug DeHaan (Kaw); 12. Tom Welch (Suz); 13. Kevin Brodsky (Yam); 14. Jason Conlon (Hon).

**250 PRO (15 riders, 20 laps):** 1. Jeromy Buehl (Hon); 2. Cliff Palmer (Kaw); 3. Mike Jones (Kaw); 4. Jeff Willoh (Hon); 5. Denny Stephenson (Hon); 6. Buddy Antunez (Suz); 7. Ty Wallace (Yam); 8. Greg Rand (Kaw); 9. Tom Hofmaster (Suz); 10. Doug DeHaan (Kaw); 11. Jim Chester (Suz); 12. Tom Welch (Suz); 13. Kevin Brodsky (Yam); 14. Jason Conlon (Hon); 15. Jeff Gibson (Kaw).

**DFC (4 laps):** 1. Mike Jones (Kaw); 2. Jeromy Buehl (Hon); 3. Denny Stephenson (Hon); 4. Cliff Palmer (Kaw).

**JUMP-OFF:** 1. Mike Jones (Kaw); 2. Greg Rand (Kaw); 3. Tom Hofmaster (Suz).

**Saturday**

**125 PRO (15 riders, 16 laps):** 1. Jeff Willoh (Hon); 2. Buddy Antunez (Suz); 3. Cliff Palmer (Kaw); 4. Denny Stephenson (Hon); 5. Doug DeHaan (Kaw); 6. Jim Chester (Suz); 7. Jeromy Buehl (Hon); 8. Jason Conlon (Hon); 9. Ty Wallace (Yam); 10. Tom Hofmaster (Suz); 11. Kevin Brodsky (Yam); 12. Tom Welch (Suz); 13. Jeff Gibson (Kaw); 14. Greg Rand (Kaw); 15. Mike Jones (Kaw).

**250 PRO (15 riders, 20 laps):** 1. Jeromy Buehl (Hon); 2. Denny Stephenson (Hon); 3. Buddy Antunez (Suz); 4. Cliff Palmer (Kaw); 5. Jeff Willoh (Hon); 6. Ty Wallace (Yam); 7. Jim Chester (Suz); 8. Tom Hofmaster (Suz); 9. Doug DeHaan (Kaw); 10. Jason Conlon (Hon); 11. Tom Welch (Suz); 12. Kevin Brodsky (Yam); 13. Mike Jones (Kaw); 14. Jeff Gibson (Kaw); 15. Greg Rand (Kaw).

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**JUMP-OFF:** 1. Mike Jones (Kaw); 2. Jeff Willoh (Hon); 3. Tom Hofmaster (Suz).

**AMA/PJ1 NATIONAL ARENACROSS SERIES POINT STANDINGS (After 20 of 34 rounds):** 1. Cliff Palmer (627/8 wins); 2. Buddy Antunez (605/6); 3. Jeff Willoh (585/10); 4. Jeromy Buehl (555/5); 5. Denny Stephenson (517/1); 6. Greg Rand (426/1); 7. Ty Wallace (388); 8. Chad Pederson (351/4); 9. Jim Chester (345); 10. Tom Hofmaster (344); 11. Mike Jones (190/1); 12. Tom Welch (134); 13. Jeff Gibson (127/2); 14. (TIE) Heath Voss/Brad Woolsey (124); 16. Charley Bogard (114); 17. Jason Conlon (88); 18. Jim Neese (83); 19. Barry Carsten (75); 20. Brian Swink (64).

Upcoming Rounds:
Rounds 21-22 - Winston-Salem, North Carolina, February 5-6
Rounds 23-24 - Guthrie, Oklahoma, February 12-13

# The Kings

By Gordon Ritchie

In the school of hard knocks, there are two types of student: the merely average and the truly gifted. Motorcycle racers, of all levels of actual riding ability, fall firmly into the gifted class. In fact, they fall rather a lot, mostly onto and occasionally into some very firm objects - some of which even masquerade as safety barriers.

Only the terminally stupid or irredeemably crazy realize that bike racers - veritable fixtures and fittings in the house of pain - face an unavoidable risk of injury every time they throw a boot over a seat squab.

All motorcycle riders do, racers or not, but when your livelihood depends on being faster than all the other guys in every corner of every lap, you will crash - hard and often.

In fact, honesty denies us the luxury of refuting that motorcycle racing is one of the last true gladiatorial anathemas in our increasingly safety-first western society - a momentary lapse of reason in humanity's innate sense of self-preservation.

According to eminent neurosurgeon and former top Grand Prix medical officer Dr. Peter Richards, the only other sportsmen who can expect the same level of wear and tear on their bodies over a full playing career are NFL and rugby football players.

But what sets motorcycle racing apart from any sport I can think of is the institutionalized perception of the kind of injuries riders can sustain and still expect to be able to race. Or maybe that should be, sustain and still be expected to race...

As a long-term GP racing enthusiast, and also the man once responsible for deciding the fitness or otherwise of racers to compete in GPs after injury, Richards knows the scenario of riders trying to pull the wool over his eyes only too well. His response to the question of which riders have presented themselves to him desperate to ride but patently unable to do so is simple.

"They all did."

And what does this tell us about the mentality of even top-level GP racers?

"They're all a bunch of nutters who never look to the future but only live for the present," Richards said.

Now, that's what's called putting it in layman's terms.

Dean Miller, who has worked on the fitness and recovery from injury of virtually all the top American Grand Prix racers of the '80s and '90s, gets a little more scientific and analytical.

"Riders often lead themselves into what I call 'self-reliant paranoia,'" Miller said. "Top riders believe that the whole thing depends on them and them alone, and no one can do anything else for them. They also think that even though they may be riding hurt, they are the ones to control the final destiny of themselves. Their paranoia is that racing isn't a team sport like soccer or baseball, where there is always someone else to do their job if they can't. To a rider, the only replacement for himself is himself - injured or not."

So ingrained in the communal psyche of bike racing is the expectation that a rider will still race, despite carrying a serious injury, that exceptions to this rule become noteworthy in themselves.

Possibly the most famous (or infamous, depending on your point of view) example has been Freddie Spencer. The bike racer formerly known as "Fast Freddie" was widely castigated for missing half the GPs in the 1984 season and losing his 500cc title to Eddie Lawson after breaking a bone in his foot during a nonchampionship race at Donington Park. One of his main detractors at the time was the man he beat the previous season, Kenny Roberts. The archetypal racing hard-man went so far as to state that, "If I had broken bones in my feet, I wouldn't be feeling the pain, they would be so full of Novocain." And few argued that that would be a "normal" course of action.

Spencer, on the other foot, had a different attitude.

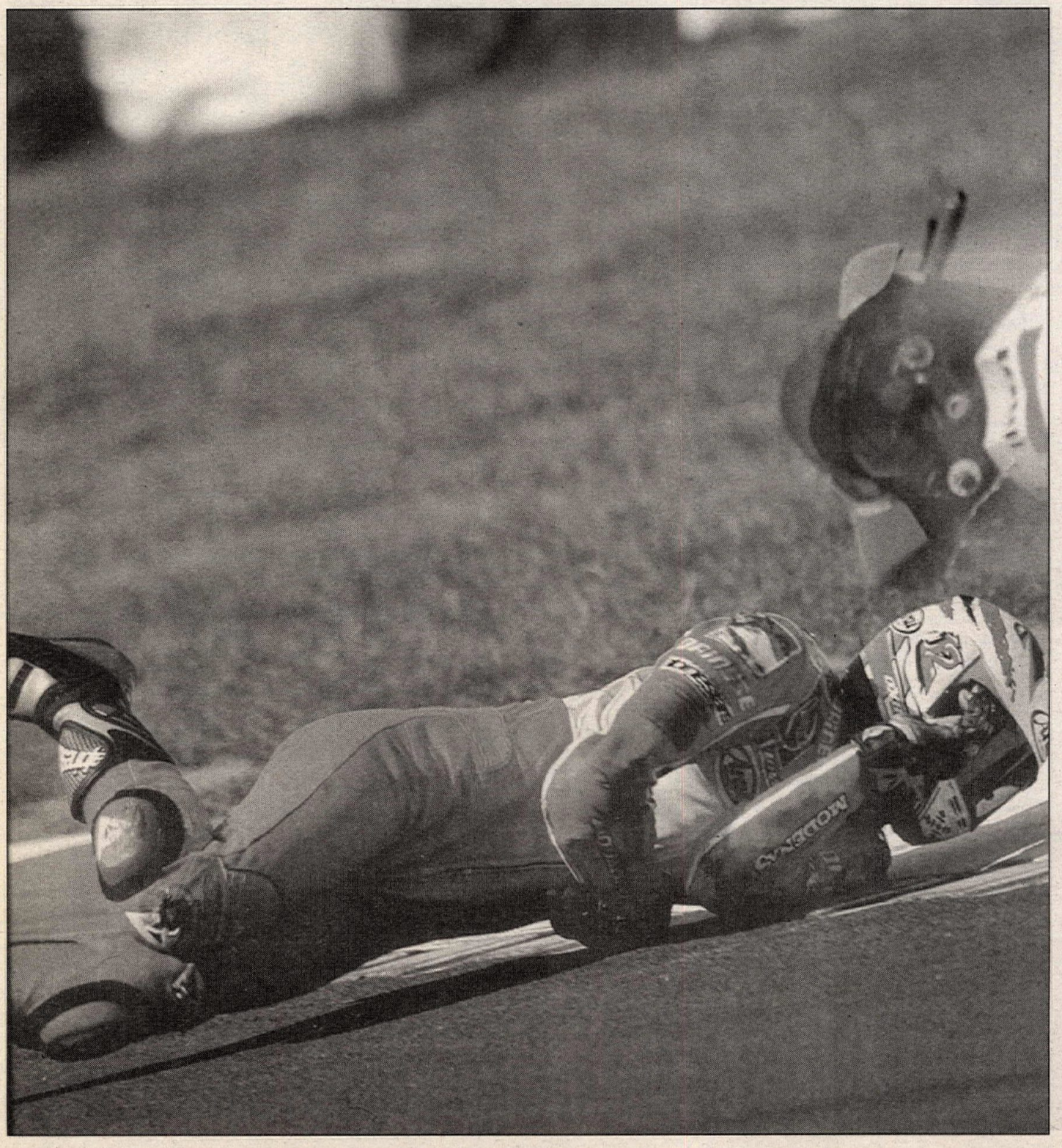
"I still want to be playing basketball when I'm 40," was his entirely reasonable reply whenever his "bravery" was called into question.

A glance at the accident history of some of the current and previous protagonists on the 500cc GP grid is enough to send a shudder down the cosseted spine of any self-respecting osteopathic surgeon. Take, for example, Mick Doohan, and the most obvious and publicized of his many injuries while competing in 500cc GPs.

His painful but not uncommon double tibia and fibula fracture during a practice accident at Assen in 1992 was the precursor to complications that got to the point of near-amputation in the hospital.

His transfer to Dr. Claudio Costa's private clinic in Italy for a leg-saving operation and, as Mick put it, "a year's worth of therapy (rolled) into nine weeks," meant that he duly appeared in Brazil for the penultimate GP. He was, however, a specter made of flesh, with a leg so withered that, to the layman's eyes, leprosy couldn't have been ruled out.

Miraculously, Doohan was declared fit enough (just) to race and was grateful for the opportunity to try to keep Wayne Rainey (himself grievously and frequently injured that year) from overturning his championship lead. (The year 1992 was actually an especially bad injury season for all the top riders, with



**Ouch. Jean-Michel Bayle crashes the Modenas during the 1997 British 500cc Grand Prix, breaking his right wrist in the process.**

# of Pain

Doohan, Rainey, Schwantz, Gardner and even Lawson all injured and either posted missing or way under par for much of the year.)

Doohan scored no points in Brazil, while Rainey won, and the Aussie duly missed out on the World crown, despite an even more epically heroic sixth place at the final GP in South Africa.

With no number-one plate, Doohan was left with a different sort of everlasting memorial to his 1992 season: his leg. Even now, Doohan, the fittest man in the GP world by unanimous consent, cannot run on his leg. He side-steps this problem (sic) by wearing out not only the crank of his screamer-engined NSR but the crank of his exercise bike at home in Monaco.

His current 500cc GP comrades are also much scarred by the unforgiving nature of racing and have displayed similar levels of determination to rejoin the grid as soon as possible.

Alex Criville suffered a truly horrifying hand injury at Assen on June 27 of 1997, almost completely severing his thumb and possibly ending his career - yet he reappeared at the Czech GP on August 31, having missed only five GPs, including Assen - a total of 66 days out of action and he still finished fourth in the race.

Carlos Checa had a near-death experience that almost left him blind and did leave him without his spleen. He slipped on the shadow cast by the Grim Reaper at Craner Curves during the British GP at Donington Park on July 5, 1998. Yet only 77 days and four GPs afterward, there was Checa, battling for a podium finish in his return to the fray at Catalunya.

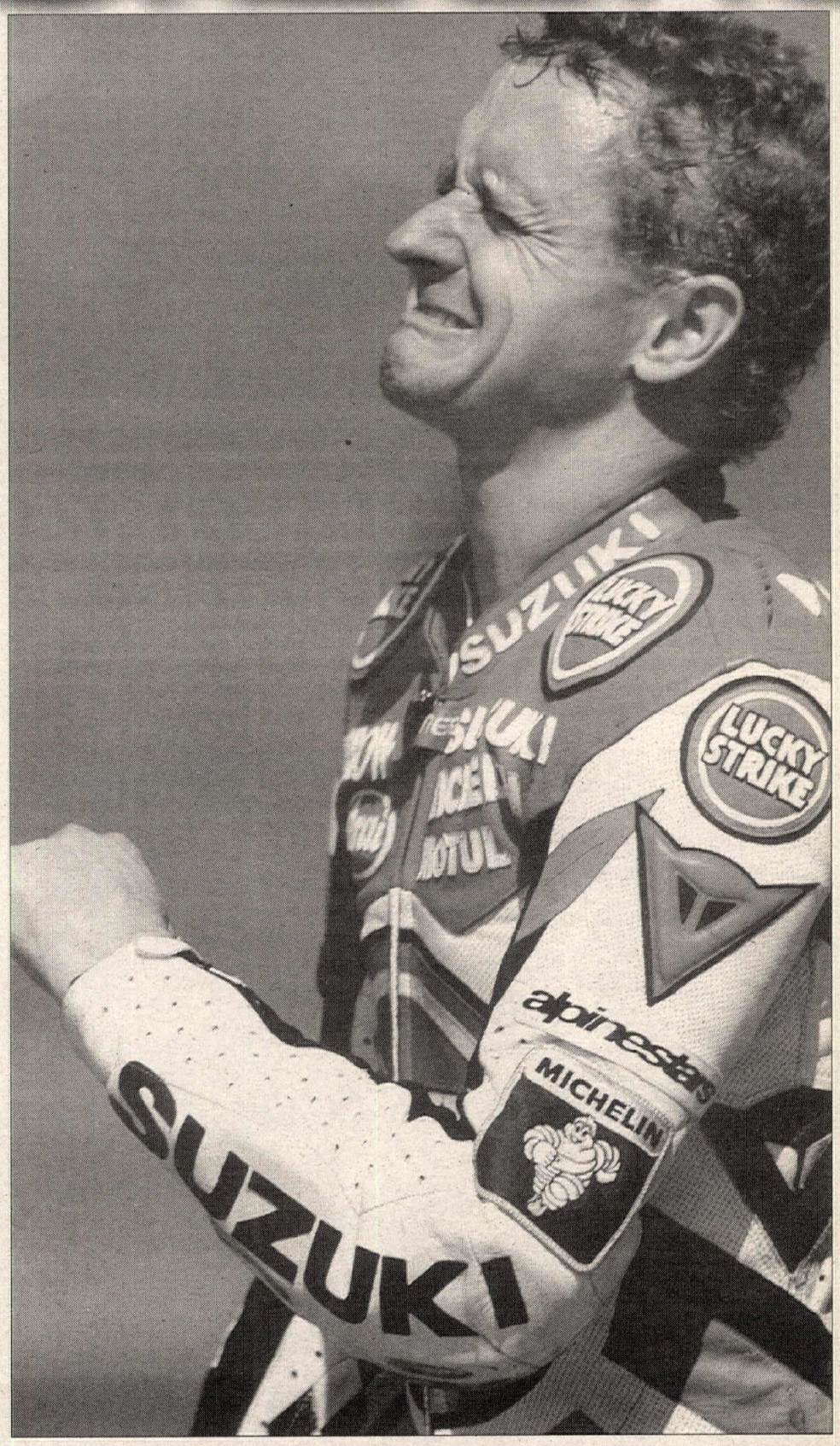
He was by no means the only 500cc rider sidelined by injury last season. John Kocinski, Jean-Michel Bayle, Tadayuki Okada and Doriano Romboni all spent significant periods of time out of the GP hunt. Tragically, Takuma Aoki is out for good, having been paralyzed during a preseason testing accident.

All in all, it was the usual war of attrition in the GP ranks, and I say that without the slightest hint of flippancy or insensitivity to the fate of Takuma or anyone else.

If you talk in terms of riding (and winning) while injured, Kevin Schwantz is probably the most obvious - and some would say awesome - example in the modern era. It was (I hesitate to use the word) appropriate that Kevin Schwantz's last-ever GP win, at the British GP of 1994, came while he was seriously injured.

Conquering injury and the odds to prevail in the end had been Schwantz's trademark ever since he took his Suzuki two-stroke big-game hunting on racing's wildest frontier.

Having seen his one-time hated




(Left) The man who puts the Grand Prix and World Superbike stars back together - Dr. Claudio Costa.
(Right) The face says it all. Kevin Schwantz deals with the pain of a broken wrist at the Dutch Grand Prix in 1994.

## Is there a doctor in the house?

**If a Grand Prix road racer is injured, he goes to see Dr. Claudio Costa, a man whose total enthusiasm for racing has seen him work his way up to running not one but two fully functioning mobile clinics, one for the GPs and one for World Superbike.**

**He is deified by the riders he has patched up and rebuilt over the years, truly worshipped by those who are willing to try anything to get back on track now and put any considerations for their long-term well-being away to one side.**

**In this way he is unique, attacking injuries from an entirely unconventional clinical mind-set where reducing the time taken to recover enough to ride again is the most important factor. His methods are leading-edge, but his general philosophy - in crude terms, "patch 'em up and send 'em out" - would scare the stethoscope off the average orthopedic consultant used to issuing eight-week sick-notes for fracture patients and letting time take over as the ultimate healer.**

## Common racing injuries

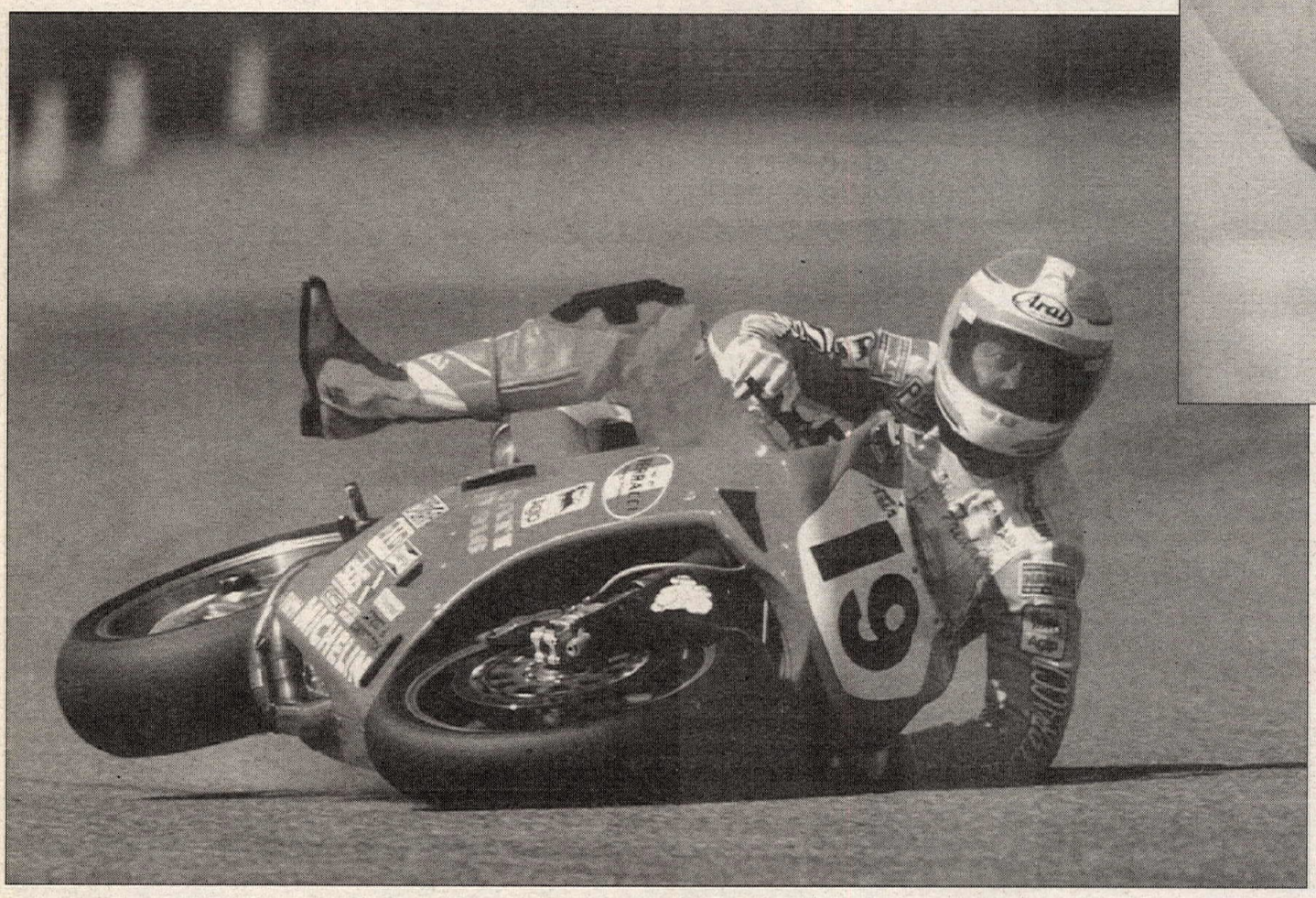
**The most common single injury is probably the broken collarbone. A motor-cycle racer without the telltale bump or indentation on one clavicle or the other is a lucky man indeed. This is understandable when you take into account that even a low-side crash means you have just fallen onto a 100-mph travellator.**

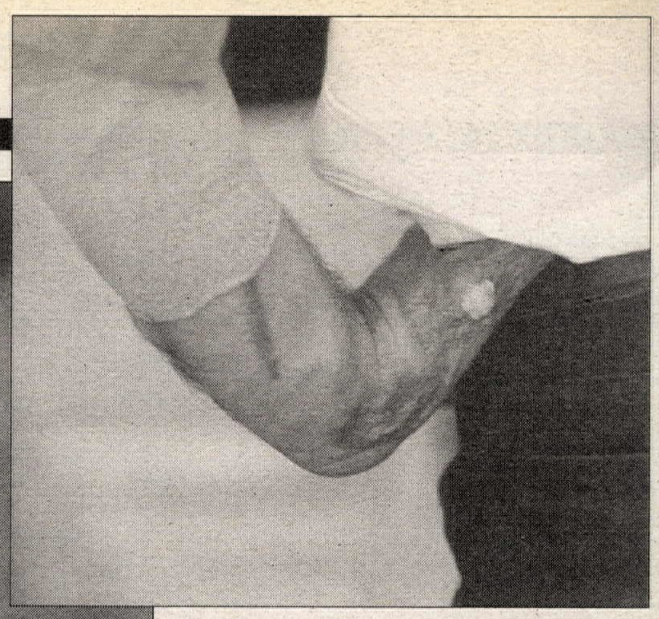
**Feet, hands and fingers are other vulnerable spots for injury, and Dr. Costa of the Clinica Mobile cites these injuries as the most common he has to see for treatment. A ghoulish game of "I Spy" in a race paddock is to check out riders' knuckles and fingers. Missing digits, knuckles covered by 10 colors of scar tissue and hideously misshapen appendages abound.**

**One injury both Peter Richards and Dean Miller are both adamant should prevent any rider from returning to the action too soon is concussion.**

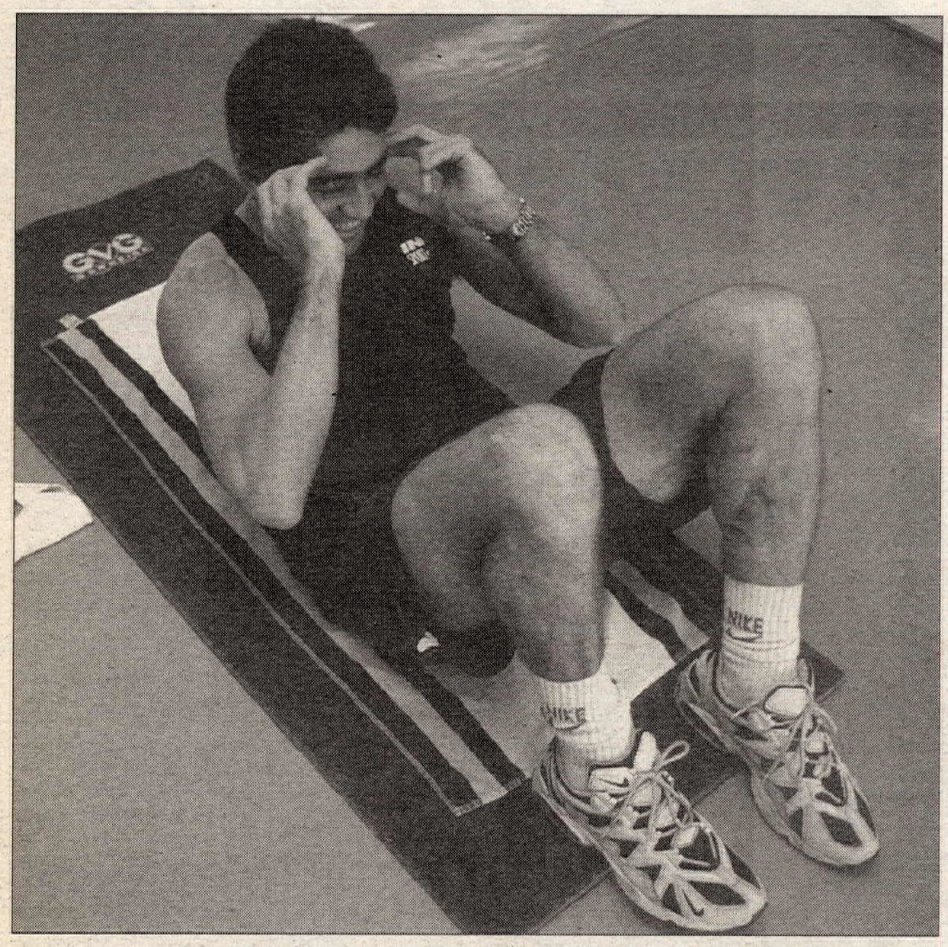
**"One hour of concussion should be treated with three months off a bike," was the doctor's firm assertion, and Miller agrees that it is the one thing he would not even attempt to treat in order to hasten a rider back into the saddle.**

# Racing injuries





(Above) Freddie Spencer throws the Fast By Ferracci Ducati down the road at Daytona in 1995. Injuries thwarted Spencer's career on several occasions.
(Above right) The scars of time. Alex Criville's left wrist and hand suffered serious damage in the Dutch GP in 1997. He came back just 66 days later to compete again.
(Below) Even the fittest get hurt. Mick Doohan's left leg shows the scars of his near-career-ending crash of 1992.



enemy, main motivating factor and subsequent racing soul mate Wayne Rainey confined to a wheelchair the previous season, and having finally won his desperately coveted World title, no one would have blamed him if he had taken his battered body and bruised soul back home to Texas for some permanent rest and relaxation. But, come 1994, there was Kevin, number-one plate proudly displayed, wrestling his ever-squirrelly Suzuki down the fallow brick road to premature, injury-forced retirement.

His Schwantzsong ride at Donington Park - carrying a plethora of injuries including a mashed hand, not only in a cast but minus three bones - only came after the biggest high-side this side of a circus trapeze act the very day before the GP itself.

I was blessed/fortunate/cunning enough to have hooked up with the Lucky Strike Suzuki team for the weekend and saw every bead of sweat and ounce of grit Kevin poured and shoveled into his final GP victory, charging from nowhere in the early laps to temporarily oust the latest of the GP gods, Doohan, from his pretence to the American's throne.

Up to then I had seen some awesome acts of sheer determination and adrenaline (albeit aided by a visit to Costa the Orthopaedic Alchemist) overcome pain and allow riders to compete, but undoubtedly that was some sort of unbeatable peak of endurance and sheer mindedness.

It was such a feat that it became a kind of watershed for Schwantz - his victory pre-empting, or maybe even forcing, the realization of his ultimate defeat by a clinical *force majeur* - the ultimate in Pyrrhic victories.

Three races into the 1995 season, Schwantz was done, finished, back home, broken but unbowed and minus some physical functions and body parts the vast majority of us take for granted. His personal tally reads: 98 GP starts, one World Championship, 25 GP wins and 16 broken bones. Impressive arithmetic on anyone's abacus.

This may be a good time for oft-injured riders to look away, and my apologies for being some kind of harbinger of doom, but Schwantz and you lot are looking at middle and old age riddled by premature arthritic conditions, replacement hips 30 years before you're due, and an aversion to cold, damp mornings. A world of pain awaits, the wages of sins against bodies which were never designed to be pounded into tarmac or impacted into barely protected Armco at 100 mph.

So the next time you see Mick kiss his girlfriend, Selina, on the way to another of his seemingly endless procession of race-winning press conferences, just remember that every step has cost him dearly. And give even more of a thought for all those guys who mashed themselves to bits for no reward bigger than the sheer love of the sport we call motorcycle racing. **CN**

## Pounding flesh

**According to the very latest accident figures covering all three GP classes in 1998, there were 486 crashes over 14 GP weekends, with an average of 81 riders attending each GP. This gave an average number of crashes per race weekend of 34.7. The worst year since 1994 was 1995, with an average of 40.5 crashes per race weekend. The champion crasher of 1998 was Yuichi Ui, who sent his 125 skittling down the road a total of 13 unlucky times. All of the regular contracted GP racers had at least one get-off, and the average number of crashes per rider was 2.4 (including the tarmac-happy wild cards).**

## Recovery times

**According to any normal medical standards, there are set recovery times you can expect to wait before attempting any regular sort of active lifestyle.**
**Motorcycle racers disregard these conventions all the time. A few examples follow.**

**Dislocated hip: two to three weeks in bed and three months or so before resuming manual work of any kind. (At the Hungarian GP of 1992, Kevin Schwantz got back on his RGV500 to finish fourth after dislocating his left hip at Assen a mere two weeks earlier. Oh, and he was also riding with a broken left arm sustained in the same Assen crash.)**

**Broken collarbone: Surgical collar and cuff for three weeks and off work for up to three months. (Anthony Gobert's ill-fated 1997 GP season began with no less than three preseason collarbone breakages. The last one, two weeks before the first GP in Malaysia, saw him rip the metal strengthening plate, which was inserted after crash number two, right out - along with three of the four retaining screws. The last one didn't rip out - but only because it was too bent by the impact. Gobert had a bigger plate put in, tried to have a bit of a go at the first GP, but six practice laps was all he managed.)**

**Broken wrist: For noncompounded injuries, six weeks of plaster and six more weeks to full fitness. (Carl Fogarty broke two bones in his left wrist during practice for the German World Superbike round at Hockenheim in 1994, and yet he managed a heroic finish in leg two of the Misano race a mere three weeks later, after cutting off his cast. He went on to win the first of his three World Superbike Championships...)**

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1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. **$34.95**

### (#2110) 1997 Motocross des Nations
The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. **$34.95**

## SUPERCROSS

### (#325H) Bar to Bar
Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go bar to bar in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. **$19.95**

### (#325I) Bar to Bar 2
The Quest for Victory...is in your face racing, featuring the best riders on the planet. Relive the whole 1998 Supercross season with your favorite riders like Jeremy McGrath, Ezra Lusk, Kevin Windham, Jeff Emig, Larry Ward, John Dowd, Ricky Carmichael, Doug Henry and many others. 60 minutes from X-Factor. **$19.95**

## TOURING/ROAD RIDING/CRUISING

### (#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

### (#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

### (#230) Ride America: Highway 1
California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you from the Golden Gate Bridge through some of the most undeveloped and least populated areas in California. Ride with journalist Charles Everitt, World Speedway Champion Bruce Penhall and others from San Francisco on north through the twisties along Highway 1. 60 minutes from Peter Starr Productions. **$24.95**

### (#231) Ride America: "The Million Dollar Highway"
Experience the wonder and beauty of Colorado's Million Dollar Highway in the colorfest season -golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. 60 minutes from Peter Starr Productions. **$24.95**

### (#1293) Postcard from Daytona
Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. **$34.95**

## ROAD RACING

### (#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

### (#1492) 1992 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

### (#1519) 1993 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

### (#1541) 1994 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

### (#1559) 1994 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

### (#1561) 1995 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

### (#1579) 1995 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

### (#1705) 1996 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

### (#1580) 1996 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

### (#1721) 1997 Bike GP 500 Series Review
The complete official record of Mick Doohan's stunning season & the battles going on around him through all 15 World C'Ship rounds. 3 hours of action, on-bike camera, interviews and informed commentary. 180 minutes from White Star/Duke Video. **$39.95**

### (#1581) 1997 Bike GP 125/250 Series Review
This 2 hour official review provides some of the seasons hairiest racing, packing all the 250 rounds and the best of the 125s into some scorching viewing. Includes great on-bike camera. 120 minutes from White Star/Duke Video. **$34.95**

### (#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

### (#1490) On-Bike GP Experience
Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. **$34.95**

### (#1576) On-Bike GP Experience 2
All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. **$34.95**

### (#1537) On-Bike Nurburgring Experience
A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. **$34.95**

### (#1480) Best Bike GPs of the Decade
Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. **$34.95**

### (#1494) Rainey's Year: 1992
Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. **$34.95**

### (#1521) Schwantz: World Champion 1993
He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. **$34.95**

### (#1916) 1997 AMA Superbike Series Review
Get your engines fired up as you relive this season of spectacular action. From Laguna Seca to Colorado springs to the amazing round at Sears Point. See incredible footage of from each round as Mat Mladin, Miguel Duhamel and Doug Chandler battle for supremacy. All the action is here in this comprehensive 1997 review. 48 minutes from WhiteStar/Duke Video. **$34.95**

### (#5903) Champion: Kenny Roberts
A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. **$34.95**

### (#5904) Champion: Barry Sheene
A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. **$34.95**

### (#5932) Champion: Mick Doohan
A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. **$34.95**

### (#5901) Champion: Geoff Duke
A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. **$34.95**

### (#5902) Champion: Giacamo Agostini
A profile of the racing career of legendary Italian GP champ Giacamo Agostini. 75 minutes from White Star/Duke Video. **$34.95**

### (#5900) Champion: Mike Hailwood
A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. **$34.95**

### (#5956) Champion: Phil Read
A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. **$34.95**

### (#1540) Cutting Edge Bikes
Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. **$34.95**

## "ISLE of MAN TT"

### (#1070) History of the Isle of Man TT
A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. **$69.95**

### (#1002) TT Tribute
Rare footage and a must for Mike Hailwood fans. "Diamond Senior '67" was one of the most thrilling TT races ever, with Hailwood on the ill-handling Honda 4 vs the Agostini. "Winning Formula '79" covers Hailwood's 14th TT win. 60 minutes from White Star/Duke Video. **$34.95**

### (#1055) Golden Mountain
Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. the 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. **$34.95**

### (1296) Mad Sunday: The Fans' TT
The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. **$34.95**

### (#5554) On-Bike TT Experience
"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IoM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. **$34.95**

### (#5559) On-Bike TT Experience 2
Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. **$34.95**

### (#5563) On-Bike TT Experience 3
The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. **$34.95**

### (#1285) 1992 Isle of Man TT
A TT that British bike fans will long savor thanks to Hizzy's Senior victory on the Abus Norton and Carl Fogarty's outright record of 123.61 MPH on the last riveting, nail-biting lap. 105 minutes from White Star/Duke Video. **$34.95**

### (#1288) 1993 Isle of Man TT
Watch Hailwood's TT record fly out the window as Joey Dunlop scores his 15th win. 105 minutes from White Star/Duke Video. **$34.95**

### (#1295) 1994 Isle of Man TT
"The 11th Milestone"...best action from every race & on-bike footage in nearly every class (including the fastest-ever with Steve Hislop). 120 minutes from White Star/Duke Video. **$42.95**

### (#1300) 1995 Isle of Man TT
"Smokin' Joey"...full scorching story of Joey Dunlop's claim to "most successful TT rider ever". 146 minutes from White Star/Duke Video. **$42.95**

### (#1601) 1996 Isle of Man TT
"Natural Born Winners"...the longest-ever TT long review, bursting with great action, on-board cameras, chat and TT "color" in one big program. 151 minutes from White Star/Duke Video. **$42.95**

### (#1604) 1997 Isle of Man TT
"Blazing Saddles"...Over 2 hours of scorching 90th anniversary race action filmed trackside, on-bike and from the air, backed by a thundering soundtrack. 140 minutes from White Star/Duke Video. **$42.95**

### (#1606) 1998 Isle of Man TT
"Brave Hearts"... Over 2 hours of courage and bravery. This full coverage video takes you down to road level with awesome curb-cam shots to give you a frightening picture of machines coming at you at 180 mph. Of course it also comes with all the crazies at the street party. 140 minutes from WhiteStar/Duke Video. **$42.95**

## TRIALS

### (#207B) 1997 Trial Des Nations
This World Championship from Isle of Man, U.K. pits 4-man teams from over 20 countries against each other. World Champion Dougie Lampkin vs. 7 time World Champion Jordi Tarres in his last international competition. 4 hours from Technovideo. **$39.95**

### (#208A) 1996 Wagner Cup World C'Ship Trial
The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarres, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. **$39.95**

### (#2043) This Is Motorcycle Trials
Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. **$34.95**

### (#2056) This Is Advanced Motorcycle Trials
World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. **$34.95**

### (#2047) Extreme Trials with Steve Colley
This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. **$34.95**

### (#2057) Trials Superstars
The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. **$34.95**

### (#2061) 1997 Sheffield Arena Trial
Great close-up camera work shows international stars Colomer, Lampkin, Colley, etc. performing exceptional trials maneuvers over man-made obstacles, while trick-cyclist Ot Pi dazzles the crowd with his own brand of magic. 55 minutes from White Star/Duke Video. **$34.95**

### (#208B) 1997 Wagner Cup World C'Ship Trial
All the top riders at the top of the High Sierras compete at Norm Taylor's Donner Ski Ranch. Spectacular rock formations challenge Marc Colomer trying to keep his title crown; Dougie Lampkin ascends to the top; Japanese teenagers Kuroyama & Fujinami put pressure to the stars, Tarres in his swan song season, and Cobos jumps to the podium. 4 hours from Technovideo. **$39.95**

## SPEEDWAY

### (#45G) 1997 U.S. Speedway National C'Ship
In a one-night, winner-take-all format, for the 28th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton, Margo King, and Scott Daloisio call the action. Features the #1 and #2 riders in the world, and the best in the US! 60 minutes from RAZ Video. **$29.95**

### (#5950) Champion: Barry Briggs
A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. **$34.95**

## DIRT TRACK

### (#180) '98 Dirt Track Hall of Fame
The richest single race in dirt track history was run on Saturday, September 5, 1998, on the oval at the Illinois State Fairgrounds at Springfield. Fifteen of the world's best flat track racers including superstars Scott Parker, Jay Springsteen and Chris Carr, dueled ten laps for $50,000 in the inaugural Dirt Track Hall of Fame Race. An unprecedented celebration of speed the likes of which we may never see again. Experience it on the Beer Nuts Hall of Fame Video. 43 minutes from Chet Burks Productions. **$19.95**

### (#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Lenk Video. **$34.95**

### (#183) Ricky Graham: The Career Year
"Ricky G" is a tribute to one of the greatest Grand National motorcycle racing seasons ever and the man who rewrote dirt track racing records. In 1993, Ricky Graham showed the world that he was indeed one of the best Grand National racers of all time. 38 minutes from Chet Burks Productions. **$19.95**

## VINTAGE

### (#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Lenk Video. **$34.95**

### (#1007) Against the Odds: Jarno Saarinen
The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. **$34.95**

### (#1027) Multi-Cylinder Magic
MV Agustas, Benellis & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. **$34.95**

### (#1602) TT Classic Magic
A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. **$34.95**

### (#1258) Classic Superprix '89
Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. **$34.95**

### (#1292) Daytona Classics '96: Return of the Legends
Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. **$34.95**

### (#8) Castrol History of Motorcycle Racing
Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. **$99.95**

### (#1069) Classic Racer Experience
Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. **$29.95**

### (#1034) V-Four Victory
A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. **$29.95**

### (#1090) Old Indians Never Die
A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. **$34.95**

### (#144) Vintage Cycle Journal
The first in a series from the Machines of Iron collection, this video takes you to The Shop's annual vintage motorcycle rally in Ventura, California for a close-up look at these machines and the men who collect them. 37 minutes from Spinnaker Presentations. **$24.95**

## ENDURO & DUAL SPORT

### (#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

### (#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

### (#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from NPG & Company. **$34.95**

### (#210A) 1994 Colorado 500
Join celebrities such as Malcolm Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**

### (#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

### (#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

### (#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

### (#1020) Ride Like the Wind
An escape video for the armchair dreamer....Join a free-wheeling band of Yamaha adventurers for fantastic off-road journeys across Egypt, Australia, Utah's Monument Valley, and Paris to Capetown. 90 minutes from White Star/Duke Video. **$34.95**

### (#1798) Incas Rally
Riders from 13 countries face challenging tests in the jungles and mountains of Peru. From Amazon mud to white water rafting with the bikes on board! 50 minutes from White Star/Duke Video. **$34.95**

## VIDEO MAGAZINES

### (#1763) Route 66
This nostalgic program takes a trip along America's beloved highway, from Chicago to Los Angeles, exposing the now "hidden" America that modern freeway riders never see. Discover why there is such great interest in restoring this piece of Americana. 105 minutes from White Star/Duke Video. **$24.95**

### (#1564) Fast Riding the Roberts Way
A unique insight into the Kenny Roberts Training Camp in Barcelona, Spain where he and Randy Mamola discuss the benefits of passing their experience on to the school's participants. 65 minutes from White Star/Duke Video. **$34.95**

## FREE RIDING & CRASHES

### (#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

### (#10A) Crusty Demons of Dirt: 2
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

### (#10B) Crusty Demons of Dirt: 3
Fleshwound Films releases the '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fox Video. **$24.95**

### (#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

**(#85) Gary Rothwell: Showtime**
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH 'Ski' Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **$29.95**

**(#120) Terrafirma**
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

**(#87) Team X-Treem: Vol. 1 Todd & Lori Colbert**
Exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more! Watch Lori Colbert, the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high energy motorcycle stunt performance. 30 minutes from X-Factor. **$29.95**

**(#110) Dirty Deedz**
A freestyle motocross video from down under. Featuring some of Australia's top motocrossers like Ben Jones, Danny Ham, Sam Jones, Paul Timmins, Clint Debner and others. Some of the locations include Orange, Clarence, Baridine, Colo, Stockton, and Cattai. Also some crazy music by Pro-Pain, Channel Zero, Souls at Zero and Method of Destruction. 41 minutes from Impact Video. **$29.95**

**(#120A) Terrafirma2**
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

**(#120B) Terrafirma 3**
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 90 minutes from Fox Video. **$29.95**

**(#120C) Terrafirma 4**
Produced by renowned snowboard filmmaker Mike Hatchet, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavrin, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **$29.95**

**(#121) FLY**
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

**(#122) Air Raid**
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

**(#123) Jeremy McGrath / Steel Roots**
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

**(#130) Performance Bikes: Video Nasty**
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95**

**(#130A) Performance Bikes: Video Nasty 2**
The Performance Bikes guys do it again with 170 mph insane road action. Also an on-bike camera while a guy is doing 140 mph on a Paris freeway during rush hour traffic. Lots of the readers home videos including a police chase, tire shredding burn-outs and some goons doing wheelies on pizza delivery mopeds. Contains explicit language and content not appropriate for minors. 55 minutes from X-Factor. **$29.95**

**(#130B) Performance Bikes: Video Nasty 3**
"Lost in France" is the story of four bikes and four riders on a mad tear-up across France aboard the fastest bikes of '98, put to the test the way only Performance Bikes can. Insane road speeds and flat-out around a race track, also more of their reader's certifiable home videos. Contains explicit language and content not appropriate for minors. 57 minutes from X-Factor. **$29.95**

**(#131) Disturbing the Peace**
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

**(#132) Moto-XXX**
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

**(#132A) Moto-XXX 2: Hellraisers**
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

**(#133) Horizontal**
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **$29.95**

**(#133A) Horizontal 2**
The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Nat'ls., Jet Ski action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. **$29.95**

**(#134) Organ Donors**
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

**(#135) 2 Stroke Cold Smoke**
These snowmobile guys have some screws loose. Nuts include Marc Canet, Jay Liska, Blair Morgan, Tracy Poole and lots of others. Also some very scenic locations in Alaska, Montana, Wyoming and Colorado. These guys actually pull off heel clickers and nac nacs while jumping their snowmobiles off 70 foot drop-offs. 54 minutes from X-Factor. **$29.95**

**(#136) Quatros Locos**
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

**(#142) Full Power Trip**
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. **$24.95**

**(#147B) Mud, Sweat & Gears**
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

**(#150) Vidiots Anonymous**
Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cinqmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more whip some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. **$29.95**

**(#154) Mini Warriors**
This video features some of the nation's top mini-cycle champions ranging from 4 to15 years old. These kids show the world why they are the future crop of motocross stars. Also features former mini-cycle champion Jeff Emig. Other mini warriors include Jeff and Mike Alessi, Shane Bess, Ryan Morais and Jonathan Shimp. 60 minutes from X-Factor. **$29.95**

**(#1793) Evel Knievel's Spectacular Jumps**
From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **$19.95**

**(#1792) Evel Knievel: Last of the Gladiators**
The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **$24.95**

**(#5268) Best of Havoc**
A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **$24.95**

**(#5271) Best of Havoc 2**
Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **$24.95**

**(#5260) Bike Havoc**
Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **$24.95**

**(#5274) Havoc 14**
Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **$24.95**

**(#2501) Crash Kings MX**
From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **$24.95**

**(#5143) Crash Kings Bikes**
150 spectacular crashes from '92-'93 GPs, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. **$24.95**

**(#5139) Crash Kings Bikes 2**
Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **$24.95**

**(#5279) Crash Kings Bikes 3**
The most spectacular wipe-outs from the 1996-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **$24.95**

**(#5552) The Ultimate Ride**
Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **$34.95**

**(#5556) Ultimate Ride 2**
Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **$34.95**

**(176A) Crash Impact II**
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

**(#137) Sandtraxx #3**
Nothin' but sand and quad ATV's in this look at the SoCal dune culture. 47 minutes from X-Factor. **$24.95**

**(#143) 5th Gear Pinned**
A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perolio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **$29.95**

## INSTRUCTIONAL AND TECHNICAL

**(#21) Fundamentals of Off-Road Riding**
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$43.95**

**(#23) Practical Tire Changing**
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$28.95**

**(#35) Gary Semics MX Techniques #1**
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

**(#36) Gary Semics MX Techniques #2**
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

**(#37) Gary Semics MX Techniques #3: Jumping & Whoops**
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

**(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros**
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

**(#39) Gary Semics MX Techniques #5: What To Do On Race Day**
Breaks down & describes how to prepare yourself through race day, how to focus your energies, what habits to develop so you'll be ready to race when the gate drops, and how to keep yourself in the right state of mind to perform at your best. 40 minutes from Gary Semics Video. **$34.95**

**(#40) Gary Semics MX Techniques #6: Eliminating Arm Pump**
Training methods & strategies for racing with strength & endurance in your arms, not lactic acid "arm pump." Learn how to condition your arms for motocross performance. Includes advice on pre-race warmup & massage, and diet & supplement tips. Bonus footage of extreme aerials with McGrath, Hughes & Metzger in SoCal. 21 minutes from Gary Semics Video. **$24.95**

**(#42) Gary Semics MX Techniques #7: All About Cornering**
Once you know all the basic techniques for cornering and braking it's time to learn and practice the methods and strategies found in Techniques Video #7. This video will show you the most effective ways to practice in order to improve your cornering speed and control. Branden Jesseman is the featured rider, also examples by McGrath, Dowd, Windham and others. 45 minutes from Gary Semics Video. **$39.95**

**(#170) Sweet Spot Video Library Set**
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

**(#171A) Sweet Spot Video: Track Preparation**
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

**(#22) Advanced Techniques of Off-Road Riding**
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$38.95**

**(#171B) Sweet Spot Video: Tires, Chassis & Suspension**
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

**(#171C) Sweet Spot Video: Carburetion & Exhaust**
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

**(#171D) Sweet Spot Video: Performance Systems**
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

**(#171E) Sweet Spot Video: Dialing In**
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

**(#171F) Sweet Spot Video: Motorcycle Hygiene**
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

## MOVIES

**(#138) Easy Rider**
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

**(#139) The Wild One**
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

**(#140) On Any Sunday**
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **$44.95**

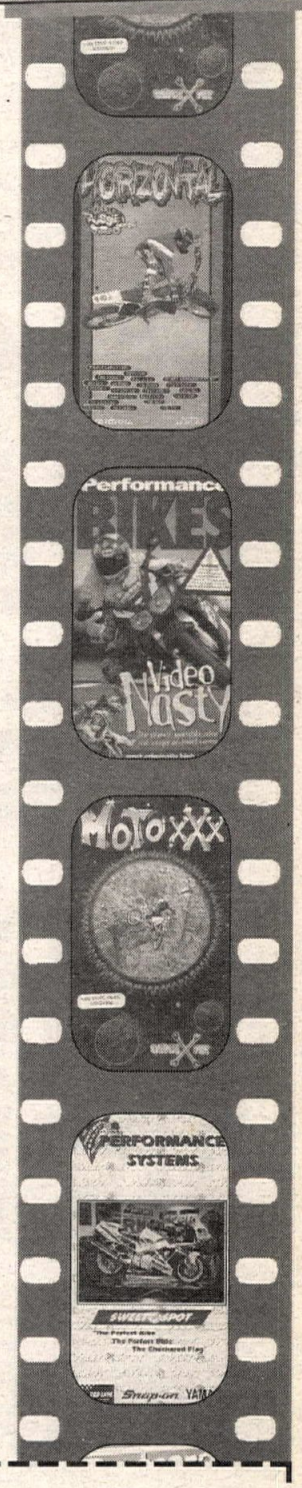
**(#140A) On Any Sunday II**
The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-70's including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. **$29.95**

**(#141) Legacy**
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

**(#181) Heavy Duty: 90 Years w/ H-D**
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes by Duke, from White Star Video. **$32.95**

## What's New?

- Bar to Bar 2
- 1997 Trial Des Nations
- '98 Dirt Track Hall of Fame
- Ricky Graham: The Career Year
- Performance Bikes: Video Nasty 2
- Performance Bikes: Video Nasty 3
- Mini Warriors
- Team X-Treem: Vol. 1 Todd & Lori Colbert
- Dirty Deedz
- 2 Stroke Cold Smoke

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## Round 4: Edison International Field

PACE U.S. OFF-ROAD CHAMPIONSHIP

# Healey grabs Anaheim win

By Mark Kariya

ANAHEIM, CA, JAN. 30

Motocrosser-turned-off-road-racer Mike Healey borrowed a bike, crashed it and broke it, but he still won the Stadium Thunder Bike main event at round four of the PACE Motor Sports U.S. Off-Road Championship Series. He beat out fellow YZ400F riders Doug Dubach and Scott Meyer to take the win at Anaheim's Edison International Field. Defending series champion Spud Walters, who won the previous round in Minneapolis, found himself at the rear of the pack after a first-turn collision, yet he was able to claw and scratch his way up to fifth by the finish.

Walters won the first heat on his John Anderson-prepped White Brothers YZ400F over Meyer and Motoworld Yamaha racer Dustin Nelson, who rode as a substitute for the injured Todd Downs. Heat two went to Carter Gurnee, who was followed by White Brothers Yamaha racer Dubach and Healey, whose borrowed YZ400F blew a gasket, after he had taken a quick spill earlier.

"It was blowing oil all over the place," Healey said later. "We just 'Yamahbonded' it up, crossed our fingers and hoped and prayed that it'd hold, and it worked. That's all that mattered. I was more worried about blowing up my buddy's bike."

Tony Sulek took the last-chance qualifier on his Yamaha.

When the 12-lap main started, Walters seemed to have the best jump into the first turn from his front-row slot, with teammate Dubach sweeping in next to him, and TRE Yamaha pilot Meyer, Nelson, Healey and Gurnee filing in close behind. Unfortunately for the defending champ, he didn't own the lead coming out of the turn. Instead, he and Josh Chisum went down and found themselves trying to restart their bikes while watching the rest of the field disappear around the first turn.

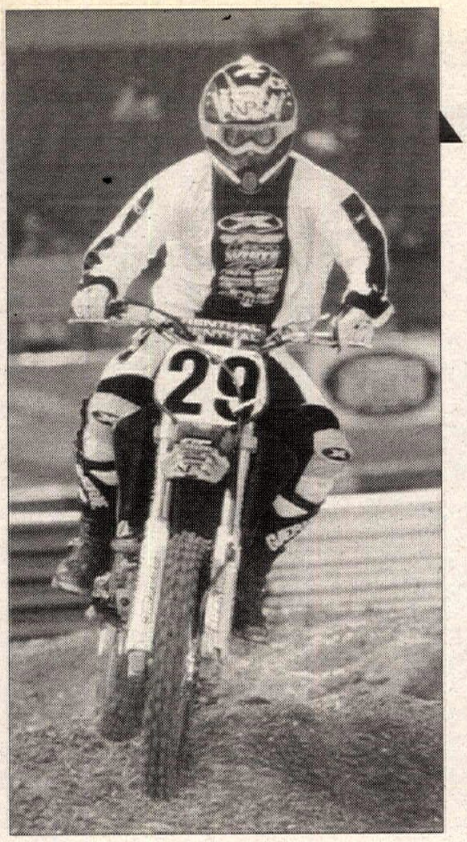
"I knew I was on the inside, so I tried holding it on a little bit longer and went a little too hard into the turn trying to outbrake those guys and push them out," Walters said. "I think I kind of clipped someone and kind of locked it up a little bit too much; it was so tacky, and the thing just stalled; then guys ran into me. So it was kind of ugly."

"Actually, I think I had the start," Dubach said. "I came down to the first turn, and I think it was Spud that hit me and knocked me a little wide. I ended up maybe fourth or fifth or somewhere right on that first lap."

In the confusion, Meyer found himself at the front of the pack, but that didn't last for long, as Healey made his presence known quickly.

"I got a good break off the line," the former GP motocrosser explained. "I wasn't first or second, but by the end of the first lap I had the lead, and away I went. I just used my head and rode like I know how to ride - just kept it smooth.

**(Top) Mike Healey won the U.S. Off-Road Championship Series race at Edison International Field in Anaheim. (Above) Doug Dubach rode to second place in both his heat and main event. (Left) Defending champ Spud Walters (1) went down in the first turn but climbed back up to finish fifth.**



Scott Meyer took third place.

"I really thought Doug, being a charger, was going to catch me halfway through," Healey added. "And we just stayed the same the whole race. It was really a good race for me. I was happy."

"My hat's off to Mike Healey," Dubach said. "He rode a great race. He got one or two guys; he was behind early and made a good gap. It was really hard to catch up, especially when you don't see the guy... So I was a little lost when I got into second, but I tried to keep my head down and hope for the best. Second's not bad. I'm happy; for a part-time racer, I'm happy. I'll just have to come back here next week in the same stadium and put it in that main event for the 250s. That would make me really happy."

After getting passed by Dubach, Meyer held his ground in third, though Gurnee did come up to challenge him briefly.

"I just kind of stayed there in third, and Gurnee was going pretty good," Meyer said. "He was going real fast, and he put a little pressure on me for a minute. I was just riding too tense. I thought, 'I've got to calm down and watch Dubach and stay as close as I can.' And I started to pull away again and just kind of stayed with Dubach. The race was over by then. It was intense."

As for Walters, the race didn't go as he'd envisioned, but he wasn't too disappointed with his ride in only his second race back after suffering a punctured lung and cracked ribs in December.

"I could see I was reeling the leaders in," Walters said. "I'm disappointed, but I'm happy with the way I rode. I got a little more confidence, I think, just because I knew I was reeling them in. I know if I get a start, I can do it."

But no one was happier than Healey, who exclaimed, "It feels good; it's a good start for the new year." CN

**Edison International Field**
**Anaheim, California**
**Results: January 30, 1999 (Round 4)**

**MAIN:** 1. Mike Healey (Yam); 2. Doug Dubach (Yam); 3. Scott Meyer (Yam); 4. Carter Gurnee (Yam); 5. Spud Walters (Yam); 6. Dustin Nelson (Yam); 7. Bill Mercier (Yam); 8. Ben Shank (Yam); 9. Robert Naughton (Yam); 10. Tony Sulek (Yam); 11. Chris Knox (Hbg); 12. Trevor Vines (Yam); 13. Jason Fields (Yam); 14. Alex Zapata (Yam); 15. Chris Ridgeway (Yam); 16. Paul Krause (Yam); 17. Craig Mason (Yam); 18. Gary Jones (Ver); 19. Gary Trachy (Yam); 20. Josh Chisum (Yam).

**PACE U.S. OFF-ROAD CHAMPIONSHIP SERIES POINT STANDINGS (After 4 of 12 rounds):** 1. Todd Downs (456); 2. Chris Knox (448); 3. Chris Ridgeway (441); 4. Spud Walters (353); 5. Mark Roop (344); 6. Keith Guiden (304); 7. Mark Bonnell (285); 8. Demarco Guiden (217); 9. Steve Downey (208); 10. Dave Shade (118).

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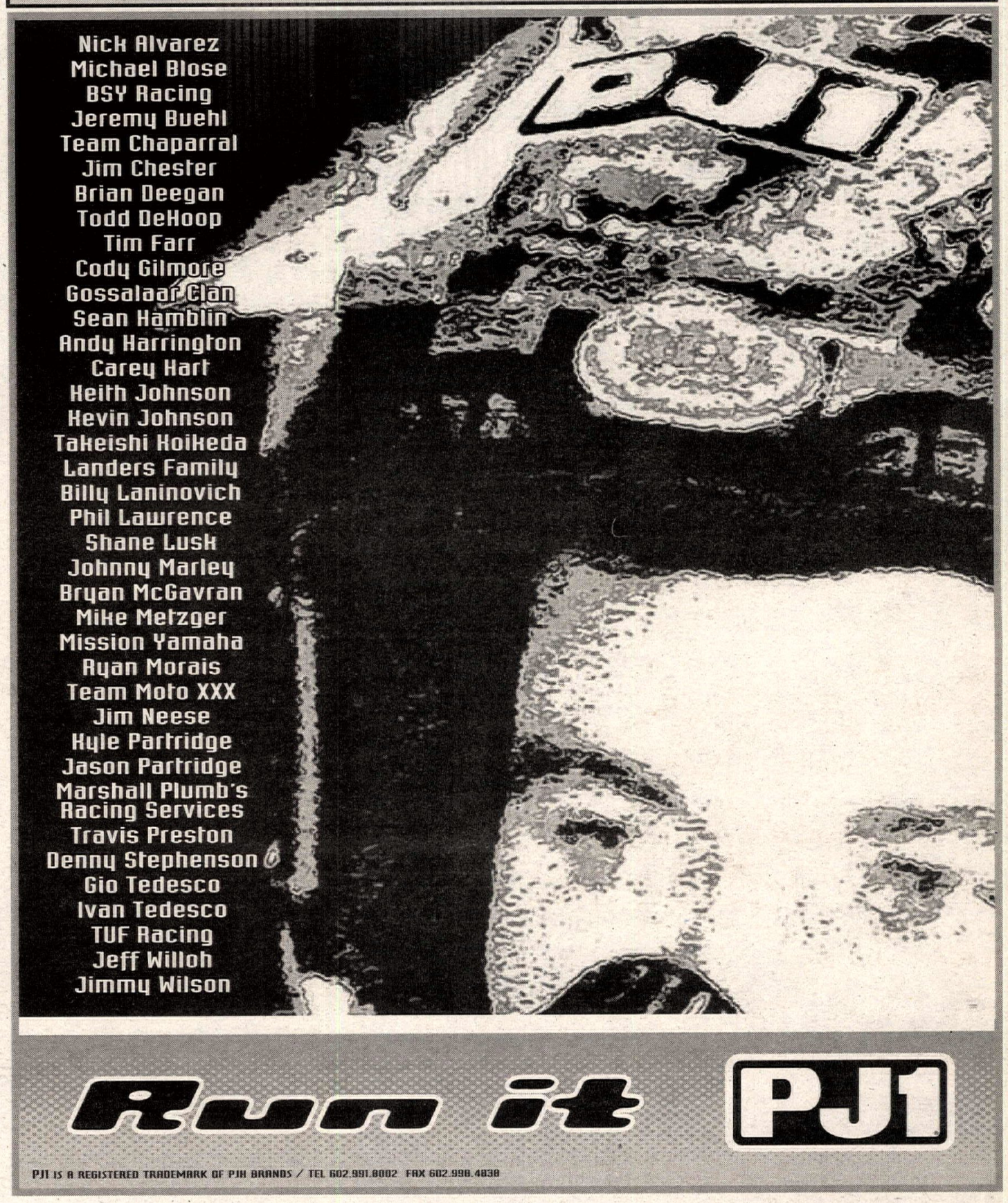


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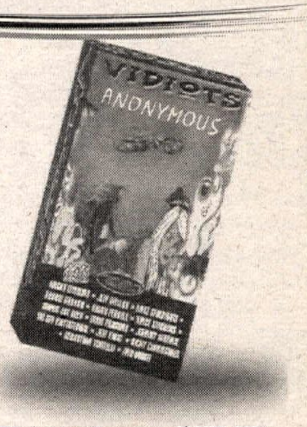


(#150) This is the ultimate "free ride" video with a 32:1 mix of pure adrenaline and testosterone. The cast includes Micky Dymond, Brian Manley, Jeff Willoh and Mike Cinqmars celebrating Thanksgiving in Glamis, CA. Robbie Gordon jumps his trophy truck off a 100-foot sand dune and there's a music video segment with footage from the '98 GFI Perris Invitational Supercross with Jeff Emig, Ricky Carmichael, Sebastien Tortelli and more. And...two vidiots jumping from one casino roof top to another in Vegas. Music by: Deranged, The Heads, Nobodys, Digger, Tijuana Hit Squad, Los Infernos, Lard, Hi Standard, Mustardplug and Me First & The Gimme Gimmes. Contains explicit language and content not appropriate for minors.

*30 minutes from Thrust Productions.*

This release *$29.95*, includes shipping.

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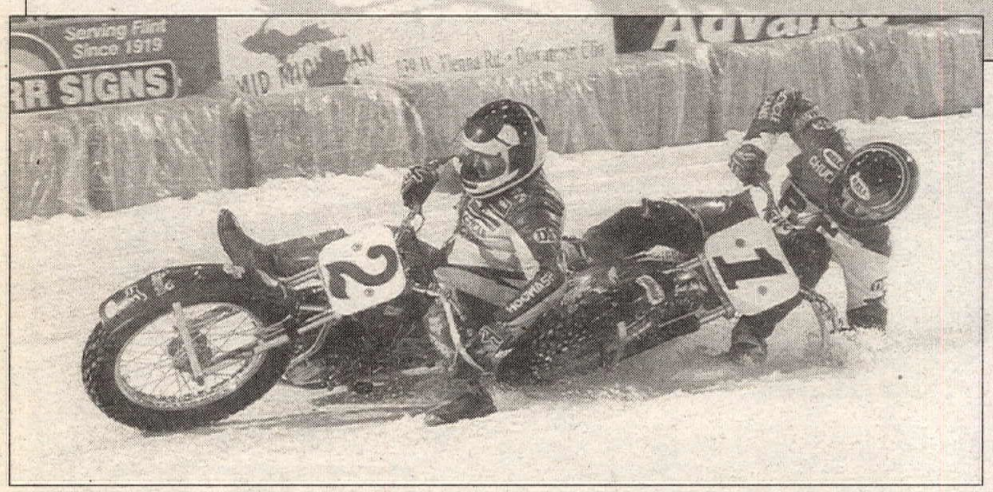
39th annual Big Brothers/Big Sisters of Greater Flint/Flint MC Indoor Ice Race

# Wyskiel puts Springsteen ON ICE



(Above) Mark Wyskiel (98) put a halt to Chuck Springsteen's dominance in the IMA Sports Arena during the 39th annual Big Brothers/Big Sisters of Greater Flint/Flint MC Indoor Ice Race. Wyskiel won the 250cc Pro main event, while Springsteen finished last.
(Left) Rough and tumble: Springsteen (1) and Brian Hardin (2) clashed repeatedly during the evening on the reshaped racing surface. Springsteen managed to hold on to his number-one plate by virtue of having the highest points tally going into the main event.

**By Jody O'Hara**
**Photos by Shawn Poynter**

FLINT, MI, JAN. 30

It was only a matter of time.

After winning 22 consecutive races on the IMA Sports Arena ice, Chuck Springsteen saw his brilliant win streak come to an end in the final heat of the 39th annual Big Brothers/Big Sisters of Greater Flint/Flint MC Indoor Ice Race.

Springsteen not only failed to win that heat, but later watched Mark Wyskiel take the checkered flag in the main event, thereby returning legendary ice-machine tuner Byron Molloseau to the winner's podium.

"I'm all for Byron having one of his bikes win this thing," Springsteen, the older brother of three-time Grand National Champion Jay Springsteen, said. "He deserves it more than anybody, and so does Mark. He had a real good ride out there."

Wyskiel had such a good ride that if it hadn't been for a spill in his first heat of the night, he may have taken Springsteen's number-one plate as well. But because he finished with four wins worth three points each, and earned nothing for last place in the heat in which he fell, Wyskiel finished the night with 12 points.

Springsteen, who hit the ice in his fifth heat, still managed a third-place finish, which was good enough for one point. With four wins, he earned 13 points on the night - enough to earn the right to display the champion's plate for the sixth straight year.

"That's six straight, and I like the sound of that," Springsteen said.

Changes made to the track made for a night of exciting racing, with more passing and rubbing than had been seen in years at the race. TCR Inc. owner and general manager Tom Cummings convinced race organizers to narrow one end of the oval, creating an apex turn and providing much more room for riders to take the high side and pass, or go underneath and duel tire to tire. It was just such a duel that cost Springsteen in his fifth and final heat.

Brian Hardin was battling Springsteen for the third position and was putting his tire into the side of the champ's bike in every corner. Coming out of turn two, both riders went down. Springsteen managed to get up and finish, while Hardin went after AMA official John Zwerkin, who just happened to have the black flag in his hand.

"That's bullshit," Hardin said. "If two riders go down, they're supposed to stop the race. They make these rules and then they don't enforce them."

Zwerkin was of the opinion that Hardin needed a refresher course in AMA rules.

"I don't care what he says," Zwerkin said. "If there's a clear track and nobody's in danger, and one lap has been completed, then it's a race. I was going to throw the black flag on him the next time he came around anyway. I had it in my hand."

The black flag was to be the penalty for the aggressive way Hardin had been riding.

"The rules say no T-boning, and that's exactly what he was doing," Zwerkin said.

Hardin had won two heats and finished second and third in two others - good enough for nine points and a spot on the back row for the eight-rider main, in which he finished fifth. The other point he could've picked up in that last heat wouldn't have changed his spot in the grid for the main, but if he had taken that point from Springsteen, it would have created a four-way tie between Springsteen, Wyskiel, Craig Pickett and Doug O'Boyle for the championship. Pickett and O'Boyle each had 12 points (as did Wyskiel) and they finished second and third, respectively, in the main.

More aggressive riding in the main once again put Springsteen on the ice and had him starting from the penalty line, a situation from which he was unable to recover, and he finished in last place. Once again, the action took place coming out of turn two. Wyskiel and Pickett pinched Springsteen between them, and he went down hard.

"One of them hit me in the back and the other one took out my front tire," Springsteen said. "But that's exciting stuff, and it's what the fans come to see. That's just part of racing."

From the restart, Wyskiel grabbed the holeshot and never looked back.

"This is awesome," Wyskiel said. "It looks like we'll be back next year."

Molloseau, who enjoyed five National indoor championships with Garth Brow, had joked with Wyskiel that he had better start winning.

"I told him, 'If you don't win one tonight, I'm going to fire you,'" Molloseau said. "I haven't won in about five years, and it sure did feel good. You don't come out here to lose, and you have to win to have fun."

Wyskiel said the tuner had provided him with a great ride all night.

"Except for that first heat, where I fell off," Wyskiel said. "After that, we came back and made some adjustments, and it was perfect the rest of the night. The thing that capped it off was that last heat race. I was really pumped after that. Byron stuck with me all these years, and it's nice to be able to win it for him."

Wyskiel said the changes in the track were a big plus.

"I thought that helped my ride a lot," he said. "It made for a lot more room for passing."

Pickett was also a beneficiary of Molloseau's tuning expertise after having a valve go bad in his Honda. He rode Molloseau's spare for all but the main event.

"Write this in capital letters: I blew the second start in the main," Pickett said. "I was just a little late and I couldn't catch Mark. I've got to give these mechanics credit, though. Pat Tilley, Jimmy DeSantis and Rick Kessler - those guys worked their butts off, and this bike ran excellent."

Tilley and DeSantis work for Pickett, while Kessler is Springsteen's longtime tuner. The men completely rebuilt the head of Pickett's 250cc Honda while he earned points on Molloseau's bike.

As is customary at this race, the younger riders put on a great show for the crowd. Corey Slavik, an AMA Amateur National champ in motocross, won the 80cc event, while Eric Miller, who finished second behind Slavik in the AMA nationals, won the 65cc division.

Rob Lapeen took the PW50cc Senior main, and Stephen VanderKurr won the PW50 Junior race. CN

**IMA Sports Arena**
**Flint, Michigan**
**Results: January 30, 1999**

**250 PRO:** 1. Mark Wyskiel (Hon); 2. Craig Pickett (Hon); 3. Doug O'Boyle (Hon); 4. Pat Buchanan (Hon); 5. Brian Hardin (Hon); 6. Bryan Villella (Hon); 7. Jack Mayer Jr. (Hon); 8. Chuck Springsteen (Hon).

**80:** 1. Corey Slavik (Kaw); 2. Carter Myers (Kaw); 3. Taylor Knapp (Kaw); 4. Nicole Cheza (Suz); 5. Nick Hiltz (Kaw); 6. Nick Cummings (Hon).

**65:** 1. Eric Miller (Kaw); 2. Nicole Cheza (Kaw); 3. Kurtis Lee (Kaw); 4. Travis Myers (Kaw); 5. Jesse Potts (Kaw); 6. J.C. Cooper (Kaw); 7. Austin Collier (Kaw).

**PW/50 SR:** 1. Rob Lapeen (Yam); 2. Joey Boulis (Yam); 3. Cody Rabideau (Yam); 4. Steven Shands (Yam); 5. Jacob Holtslander (Yam); 6. Chad Selvig (Yam).

**PW/50 JR:** 1. Stephen VanderKurr (Yam); 2. Conor Edgar (Yam); 3. Blake Childers (Yam); 4. Rob Boulis (Yam); 5. Levi Selvig (Yam); 6. Brandon Mercer (Yam); 7. Chaz Springsteen (Yam).

(Advertisement)

28th Annual
World Mini Grand Prix

# The Top 1999 Motocross Event

by K. Khabutels

The 28th annual World Mini Grand Prix will be presented in Las Vegas, Nevada, April 7th through April 11th, 1999 on an all-new track layout.

The track is located on the north end of Las Vegas and offers convenient access to all the great entertainment centers and casinos the city has to offer

There are 34 different age and ability classifications presented for Pee Wees up through 125cc and 250cc Pro classes and the new Four-stroke classes.

### GIANT PRO PURSE

In addition to the $20,000.00 plus contingencies that the factories are offering the pros, NMA awards a $5,000.00 purse to pros covering all four classes available and the Four-stroke "A". The World Mini Grand Prix has always been the "showcase" for the up-and-coming pros beginning with Jeff Ward and up through McGrath, Windham, Lusk, Carmichael, Emig and most of the other prominent riders on the national MX scene.

### FACTORY CONTINGENCIES & AWARDS

Over $80,000.00 is being offered by the seven major motorcycle factories for the various classes. World Championship trophies are awarded to the top ten in each of the amateur classes, or 30% of the class entries. In addition, over 30 of the top aftermarket companies will be at the World Mini Grand Prix with displays, awarding products and supporting NMA's racing activities.

### CLASSES FOR ALL

In addition to all the motorcycle classes, both stock and modified for all levels of ability, there are classes for the 60cc and 80cc classes offered based on age groups.

Gates will open at 8:00AM on Wednesday, April 7th allowing the sea of motorhomes, vans, trucks, and displays into the park. Post entries will be taken between 9:00AM and 4:00PM Wednesday only for those who have mailed in their entries.

Practice for all classes will begin at 7:00AM on Thursday and run through conclusion. Racing will begin Thursday afternoon after all classes have practiced. Racing will continue Friday at 7:00AM and every day through Sunday with the championship motos scheduled for Sunday, followed by the awards presentation. The Friday and Saturday activities will conclude in time to allow everyone to enjoy the exciting Las Vegas night life.

With the all-new track facility and the outstanding contingencies, prizes and awards, this year's World Mini Grand Prix promises to be the premier event of 1999. No advance events or practice is scheduled for the all-new track which will make it equal for all.

For more information, call (909) 657-6782 or (562) 868-8112.

(Advertisement)

## 1999 CR125 pipe and silencer evaluation

# Pipe up

By Matt Freeman

By adding an FMF, a Pro Circuit, or a Bill's Pipes exhaust system to your 1999 CR125, the motor goes from producing flat power to producing fat power. Of course, all three separate exhaust systems perform differently in their own way, but regardless of which one you use, it is an improvement over the stock pipe. The stock Honda silencer, however, is a different story. After testing all aftermarket pipes with their respective silencers and identical jetting, we decided to remount the OEM silencer to each pipe, and the results were a pleasant surprise. Though the stock silencer is not necessarily better than any of the aftermarket models offered, it's also not any worse. With the Pro Circuit, Bill's and both FMF pipes, the stocker produces great low-end to midrange grunt, which is not characteristic of the CR's stock exhaust system as a whole. Basically, if you're strapped for cash, you can get away with ditching the stock pipe and just purchasing any of the aftermarket pipes, and still be content with the performance of the stock silencer. We were.

Nevertheless, if you are looking for greater power up top - and most CR125 riders usually are - an entire aftermarket system is your best bet. FMF offers a combination of two pipes and two silencers. The FMF Moto pipe produces stronger power from bottom to mid. It proves a definite power increase up top, but not as much as its brother, the Rev pipe, which is the better of the two FMF units for high-speed situations. As far as silencers go, the FMF Shorty was developed to work with the moto pipe, producing snappy power down low - great for supercross. The Power Core silencer, on the other hand, is a gem for the Rev pipe, juicing even more top-end power out of the five-speed motor. Consider your riding style and area when purchasing an FMF exhaust system, because the proper combination of all their options is crucial if winning is a priority.

With the Bill's pipe and silencer, the CR runs similar to the FMF Moto pipe and Shorty silencer setup. Because the bike is slow leaving tight stop-and-go corners, the snappy feel of the Bill's exhaust system is a welcome improvement over stock. Flat becomes fast when coming out of corners and skipping over whoops. Although it's a 125, installing a Bill's pipe and silencer will definitely take a little wear-and-tear off the clutch because you're not fanning constantly, due in part to the improved usable power.

If high-speed tracks are your game, then the Pro Circuit Works pipe and Factory Sound silencer may be your best bet. Though it works well on any type of circuit, the Pro Circuit setup is the most versatile of the bunch. The bike revs better and faster, but not too much faster. It doesn't rev violently, as many quicker-revving pipes do. In fact, the power produced by the Pro Circuit pipe and silencer is the smoothest and the most useful out of all the pipes we tested. The nicest thing about the CR125 equipped with the Pro Circuit exhaust system was that top speed felt faster at any rpm in any gear on any part of the track. It's not the snappiest setup, but unless you're trying to qualify for the 125cc main event at the next supercross, the Pro Circuit Works pipe and Factory Sound silencer is a great way to get more of everything out of your 1999 CR125. CN

### FMF

(310) 631-4363 • www.fmfracing.com

| | |
|---|---|
| **Moto pipe** | $179.99 |
| **Rev pipe** | $179.99 |
| **Shorty silencer** | $99.99 |
| **Power Core silencer** | $99.99 |

### Pro Circuit

(909) 738-8050 • www.procircuit.com

| | |
|---|---|
| **Works pipe** | $191 |
| **Factory Sound silencer** | $95 |

### Bill's Pipes

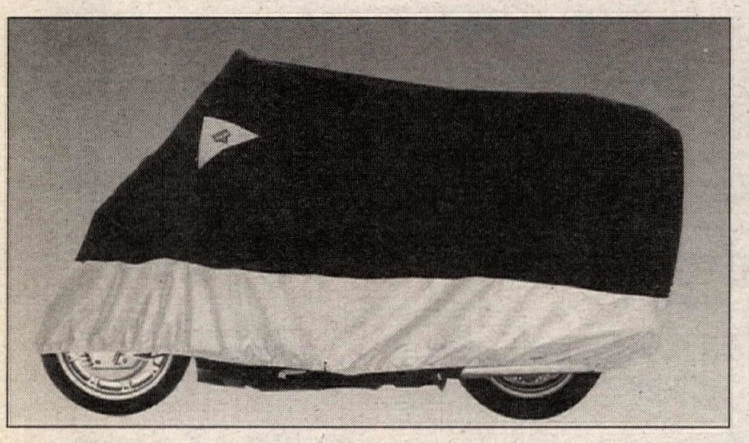
(909) 371-1329

| | |
|---|---|
| **Pipe** | $189.99 |
| **Silencer** | $79.99 |

## New Products

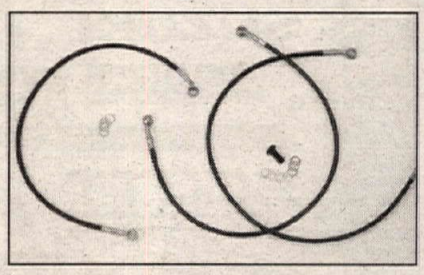
**HAND-EYE COORDINATION**

Keep your eyes on the trail and your hands on the handlebars with **Smith Sport Optic's** new line of **motorcycle grips**. The all-new grips are made of a synthetic rubber compound that provides long-lasting durability, superior grip, and maximum vibration absorption. Currently, Smith has full- and half-waffle, medium- and soft-compound grips available in gray and black colors. Retail price is $7.75 to $8.75. Soon to follow will be the Dual Density rubber-compound grips for $9.95. For more information, contact Smith Sport Optics, Dept. CN, 105 Lewis St., Ketchum, ID 83340, 208/726-4477; www.smithsport.com.



**FULL COVERAGE**

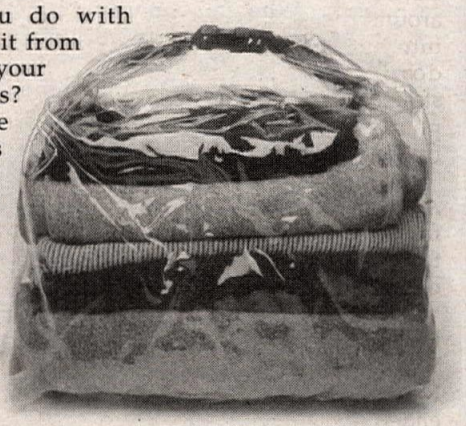
**Nelson-Rigg USA's** new **Falcon Defender 2000 motorcycle cover** is just one of the many new covers manufactured by the rainwear and soft-luggage company. The Falcon cover is 100-percent waterproof and features a vent system which allows cross-ventilation and prevents condensation buildup. Constructed of double-coated Tri-Max polyester and complete with an anti-scratch windshield panel, the Falcon comes in all sizes, from 500cc commuters to full-dress touring rigs. Retail prices start at $69.95 and go up to $84.95 for XXL. Contact Nelson-Rigg USA, Dept. CN, 3518-A Lake Center Dr., Santa Ana, CA 92704, 714/850-1811; www.nelsonrigg.com.



**GET IN LINE**

New from **White Brothers** are the **Fastline Super Stock Brake Line Kits**. Designed with the racer in mind, the kits feature mini-expansion braided stainless-steel lines coated with black Hytrel and utilize nickel-plated steel banjo fittings. Available for most late-model sportbikes, front-brake kits start at $75.76, while the rear kits start at $30.30. For more information, see your local dealer or contact White Brothers, Dept. CN, 24845 Corbit Place, Yorba Linda, CA 92887, 714/692-3404.

**BAGGING THE QUESTION**



What should you do with your gear to keep it from getting wet inside your leather saddlebags? The answer may be to get your hands on **Kwik Tek's** SBL-1 **Motorcycle Saddlebag Liner**. The 12x6x18-inch clear vinyl bag is waterproof and fits most leather saddlebags. Available for under $10 from your local dealer or by contacting Kwik Tek, Dept. CN, 1260 W. Byers Pl., Denver, CO 80223, 888-732-5311, (fax) 303/733-8007, www.jetlogic.com.

**PIT WARMERS**

New from **Kawasaki** is the '99 **Team Racing Jacket** (left) and the **Leather Paddock Jacket** (right). The Team Racing Jacket is constructed out of nylon with a thin inner liner. It has an outside secured pocket, reflective sleeve striping, knit inner cuffs and molded Team Racing patches on the chest and both shoulders. It comes in sizes XXS thru XXXL. The Leather Paddock Jacket features perforated leather sleeves accented with green panels, wool upper front and rear yoke, and full-grain leather. It also features direct-embroidered sleeve and back graphics. It comes in sizes XS thru XXL. The suggested retail price is $99.95 for the Team Racing Jacket and $229.95 for the Leather Paddock Jacket. For more information, contact your local dealer or Kawasaki Accessories, Dept. CN, 9950 Jeronimo Road, Irvine, CA 92618-2084, 949/770-0400. CN

# Hamblin hot at Comp Park

By Greg Robertson

SAN JACINTO, CA, JAN. 24

Round three of the GFI Racing/Goat Eyewear/Troy Lee Designs/Pro Circuit/Fox/FMF/Dunlop-sponsored Winter Series traveled to Competition Park, where Pamo Honda's Ryan Hughes won both the 125cc and 250cc Pro classes, while Yamaha-mounted Sean Hamblin went 1-1 for the 125cc Intermediate-class overall honors.

Rookie Pro Justin Buckelew put his Yamaha at the front of the pack as the 125cc Pros were let loose for the 20-minute one-shot moto. Hughes and Bryan McGavran settled into second and third respectively after a lap to lead Nick Metcalf, Nick Wey and Doug Parsons. Hughes latched on to Buckelew and the two started to pull away from McGavran, who had his hands full with Wey by lap three.

Hughes pulled up next to Buckelew in a whoop section and then took the inside line away to grab the lead. Buckelew tried a quick retaliation off the next jump; the two riders made contact in the air, and Buckelew ended up on the ground. McGavran put up a great fight, but Wey managed a pass down the back straight to take over second place. Hughes bobbled and Wey found himself running out front at the halfway point.

Wey and Hughes argued over the lead for the next six laps until Wey messed up a turn and Hughes was right there to take advantage of it. With the white flag waving, it became a dash for the checkers, with Hughes getting there first by a couple of bike lengths.

"I haven't raced a 125 for some time, but I got a pretty good start," explained Hughes, who will be leaving for Europe at the end of February to contest the 250cc Grand Prix wars. "I had some lines and I got up into second place real quick and then started closing in on Buckelew. I passed him, then he came around the outside and kind of jumped into me and we tangled and he went down. I was lacking a little in the straights. I think I've got 20 or 30 more pounds on everybody. It's good training, and that's why I came out here."

Wey, who will soon be contesting the AMA 125cc East Coast Supercross series for the SplitFire/Pro Circuit/Kawasaki team, seemed content with a close second.

"I got a fourth-place start and the leaders were already pretty far gone," Wey explained. "I just tried my hardest. Ryno (Hughes) made a mistake and I ended up getting by him. I probably led most of the race. I slid out in the back section and Ryno got by me. I was right on him but I couldn't make the pass. It was a good battle."

Rusty Holland overcame a midpack start to get around McGavran with two laps remaining to pick up the third-place money. Parson rode to a steady fifth aboard his Suzuki. Brett Racine and Tommy Clowers both came from the very back of the pack for sixth- and seventh-place finishes, respectively.

Akira Narita nailed the 250cc Pro-class holeshot aboard his Honda, but it was Hughes out front by the completion of lap one in the 20-minute moto. Holland was all over Hughes until he took a header between a couple of jumps that left him dazed and confused and out of action for the rest of the day. Wey worked his way around Narita for second place by lap four, but Hughes had already checked out.

Hughes took the win with 10 seconds to spare over Wey. Racine held off Narita to earn third at the checkers. Clowers spent another moto passing people after a bad start to finish fifth, ahead of Metcalf, Joakim Eliasson and Billy Mercier.

Sean Hamblin won the 125cc Intermediate class by winning both motos at round three of the GFI Winter Series.

A pair of holeshots certainly did not hurt Hamblin's cause, as he kept his YZ125 ahead of 30 other hungry 125cc Intermediates for a sweep of the highly competitive class.

"We just changed the gearing this weekend, because last week I wasn't getting the starts," Hamblin said after the second moto. "I was just having fun. This is only the second time I rode this week; my bike blew up on Tuesday. Chris (Sprenkel) has been riding real good now. He's been training with Ryan Hughes, which is real good for him."

Sprenkel kept his Bill's Pipes-sponsored Suzuki within striking distance of Hamblin throughout both motos for a well-deserved second overall. Ross Garcia came up through the field in both rounds to go 3-5 for third over the 8-3 of Dusty Walters and the 7-4 of Brian Barker.

Kevin Townsend aced the first 250cc Intermediate moto, ahead of Honda riders John Burr and George Merry. Sean Thornton fought back for a wire-to-wire second-moto win, but an eighth-place showing in the first moto held him back to fourth in the final standings. Townsend's runner-up finish in moto two was all he needed to win the class. D.J. Umphres' 5-3 edged out Burr's 2-6 for second on the day.

Team Green's Daton Beavers cleaned up in the Supermini class on his KX80. Daryl Ecklund went 3-2 for second overall to lead a sea of blue bikes that included those of Scott Simon, Ben Ramsaran and Mickey Griffin. Ecklund returned later in the day to pick up a win of his own in the 80cc Open Expert class after splitting moto wins with Erik Meyer.

With multi-time mini champ Mike Alessi sidelined with a broken jaw, it was up to his brother Jeff to uphold the family name - and he did so, posting 1-1 performances in the 80cc Novice class. Team Green teammate Edward Herring, who finished second overall, made Alessi work for both of his wins.

Cobra-mounted Blake Baggett was nothing short of awesome in his quest for a win. Baggett ran away with both 50cc (4-6) Stock-class moto wins, beating all the 7- to 8-year-old riders in the process. He then came back to finish off the day with a pair of wins in the 50cc Open class for a perfect four-moto win streak. CN

**Competition Park**
**San Jacinto, California**
**Results: January 24, 1999 (Round 3)**

**50 STK (4-6):** 1. Blake Baggett (Cob); 2. Dakota Garner (Cob); 3. Bryce Stewart (KTM); 4. Justin Jeffers (KTM); 5. Brett Harrison (Cob).

**50 STK (7-8):** 1. Scott Noble (Cob); 2. Johnny Jelderda (Lem); 3. Trevor Reis (Cob); 4. Tylor Hemme (KTM); 5. Garrick Noble (Cob).

**50 OPEN:** 1. Blake Baggett (Cob); 2. Johnny Jelderda (KTM); 3. Scott Noble (Cob); 4. Tylor Hemme (KTM); 5. Dakota Garner (Cob).

**60 F/T:** 1. Jonathan Horgan (Kaw).

**60 BEG:** 1. Matt Harrison (KTM); 2. Andy Straight (Kaw); 3. Michael Hall (Kaw); 4. Taylor Lacey (KTM); 5. George Jeffers (Kaw).

**60 NOV:** 1. Brandon Kealamakia (Kaw); 2. Bryce Terzian (KTM); 3. Lance Coury (KTM); 4. Justin Carmody (Kaw).

**60 INT:** 1. Michael LaPaglia (KTM); 2. Cole Seely (KTM); 3. Brad Masters (Kaw); 4. Trent Pugmire (Kaw); 5. B.J. Bohrer (KTM).

**60 OPEN:** 1. Cole Seely (KTM); 2. Mike LaPaglia (KTM); 3. Bryce Terzian (KTM); 4. B.J. Bohrer (KTM); 5. Matt Harrison (KTM).

**80 F/T:** 1. Matthew Richardson (Kaw); 2. Scott Kuse (Hon); 3. Kyle Kuse (Hon); 4. Ryan Piattoni; 5. Kasey Barret (Yam).

**80 BEG:** 1. Aaron Breid (Yam); 2. Kyle Kent (Kaw); 3. Kenny Clark (Yam); 4. Brandon Spencer (Kaw); 5. Kris Paluzzi (Yam).

**80 NOV:** 1. Jeff Alessi (Kaw); 2. Edward Herring (Kaw); 3. Kevin Breid (Yam); 4. Robert Memoli (Yam); 5. Jeff Loop (Yam).

**80 INT:** 1. Scott Simon (Yam); 2. Ben Ramsaran (Yam); 3. Jarred Browne (Yam); 4. Charlie Morrison (Yam); 5. Danny Mohr (Yam).

**80 OPEN EX:** 1. Daryl Ecklund (Yam); 2. Erik Meyer (Yam); 3. Jesse Casillas (Yam); 4. Mickey Griffin (Yam).

**S/MINI:** 1. Daton Beavers (Kaw); 2. Daryl Ecklund (Yam); 3. Scott Simon (Yam); 4. Ben Ramsaran (Yam); 5. Mickey Griffin (Yam).

**125 BEG:** 1. Jeremiah Johnson (Suz); 2. Christopher Marcell (Yam); 3. Matt Dymond (Yam); 4. Kevin Holmes (Suz); 5. Bryan Ehrman (Kaw).

**125 NOV:** 1. Mike Horvath (Suz); 2. Nathan Michael Jones (Yam); 3. Billy Arnone (Yam); 4. Brandon Hamlett (Hon); 5. David Sullins (Yam).

**125 INT:** 1. Sean Hamblin (Yam); 2. Chris Sprenkel (Suz); 3. Ross Garcia (Yam); 4. Dusty Walters (Yam); 5. Brian Barker (Yam).

**125 PRO:** 1. Ryan Hughes (Hon); 2. Nick Wey (Kaw); 3. Rusty Holland (Suz); 4. Bryan McGavran (Yam); 5. Doug Parsons (Suz).

**250 BEG:** 1. Alvino Garcia (Yam); 2. Jarod Scoggin (Hon); 3. Steve Bullock (Yam); 4. Jesse Bramer (Suz); 5. Jake Smith (Hon).

**250 NOV:** 1. Sean Peer (Kaw); 2. David Fox (Yam); 3. David Nickols (Hon); 4. Brad Betschart (Yam); 5. Ed Niemela (Kaw).

**250 INT:** 1. Kevin Townsend (Suz); 2. D.J. Umphres (Yam); 3. John Burr (Yam); 4. Sean Thorton (Yam); 5. George Merry (Hon).

**250 PRO:** 1. Ryan Hughes (Hon); 2. Nick Wey (Kaw); 3. Brett Racine (Kaw); 4. Akira Narita (Hon); 5. Tom Clowers (Suz).

**500 BEG:** 1. Mark Andersen (Yam).

**25+ BEG:** 1. Wayne Cook (Kaw); 2. Steve Bullock (Yam); 3. Steve Broussard (Hon); 4. Tim Dollar (Kaw).

**25+ NOV:** 1. Jason Larson (Kaw); 2. Tim McEntee (Suz); 3. Ed Niemela (Kaw); 4. Skip Edwards (Suz); 5. Tim Konkol (Yam).

**25+ INT:** 1. George Merry (Hon); 2. Cole Gress (Kaw); 3. Jonathan Levey (Yam). 4. Justin Dopf (Hon); 5. David Bagwell (Hon).

**25+ EX:** 1. Jon Zahrt (Kaw); 2. Joe Root (Suz); 3. Wayne Zahrt (Suz); 4. Kevin Lane (Suz); 5. Jeff Gianni (Suz).

**30+ BEG:** 1. T.J. Kelly (Yam); 2. Kevin Gotto (Suz); 3. Steve Mangione (Suz); 4. Al Garcia (Suz); 5. Davey Covey (Hon).

**30+ NOV:** 1. Tim Konkol (Yam); 2. Tim McEntee (Suz); 3. Ed Niemela (Kaw); 4. Ken Lurcook (Suz); 5. Darin Murdoch (Yam).

**30+ INT:** 1. Craig McCall (Kaw); 2. David Johnson (Yam); 3. David Bagwell (Hon); 4. Chris Radzinski (Kaw); 5. Jon Levey (Yam).

**30 EX:** 1. Jon Zahrt (Kaw); 2. Joe Root (Suz); 3. Mark White (Kaw); 4. Wayne Zahrt (Suz); 5. Kevin Lane (Suz).

**35+ NOV:** 1. Ed Niemela (Kaw); 2. Milton Mize (Hon); 3. Danny Lee Jones (Yam); 4. Dave Simon (Yam); 5. Gary Doggett (Suz).

**35+ INT:** 1. Mike Altenhofel (Hon); 2. David Johnson (Yam); 3. Brian Burch (Yam); 4. Les Abernathy (Kaw).

**40 NOV:** 1. Fred Willis (Kaw); 2. Kevin Lane (Suz); 3. David Kubes (Suz); 4. Brad Sloan (Yam); 5. David Zahrt (Suz).

**40+ INT:** 1. Phillip Taboada (Suz); 2. Mike Altenhofel (Hon); 3. Gary Doggett (Suz); 4. Al Garcia (Suz).

**40+ EX:** 1. Ron Turner (Yam); 2. Mark White (Kaw); 3. Jeff Gianni (Suz); 4. Bob Shimp (Yam); 5. Joe Root (Suz).

# Ramey gasses Swamp Fox Enduro

**(Left) Franklin Ramey III scored the overall win at the SETRA-sanctioned Swamp Fox Enduro, held in the Francis Marion National Forest in South Carolina. (Above) Mitch McRee took Senior A honors in the 60-mile event.**

**By Kenneth King**

FRANCIS MARION NATIONAL FOREST, SC, JAN. 17

Gas Gas Franklin Ramey III chalked up another win this season with the overall at the Swamp Fox Enduro. Ramey put together consistent scores throughout the race to best runner-up Allen Gravitt. Ramey posted a five to Gravitt's six.

"I had a good ride," said Ramey. "I feel I should have done better, though. I had a few close calls here and there, and my bike worked great. All in all, it was pretty uneventful."

Gravitt matched Ramey's score in three of the four sections throughout the enduro.

"It was a good course," said Gravitt. "They had some new stuff, plus the old whooped-out sections. It was a good, well-run event."

In the number-three spot was Vet A rider Johnny McCoy. McCoy surprised quite a few with his exceptional ride, dropping only six points to tie Gravitt on minutes, but he fell short in the second department.

"I have to say I was angry and frustrated going into the race - having to do with some personal problems - and it is not a good idea to race with that attitude," said McCoy. "It caused me to ride a bit over my head, and I was just lucky I didn't get hurt. Aside from that, this is the type of terrain I grew up riding in, so I felt pretty comfortable."

Randy Hawkins was also on hand, but the multi-time enduro champ had his share of problems during the race. He played catch-up most of the day. Things were going fine until he burned the last check by two minutes, ending any chances he had for a win.

"I had my usual slow start - something that has plagued me my whole career," said Hawkins. "Franklin rode well. He had two points on me going into the last section. I just pinned it and never looked at my clock. I came out two minutes early."

This was the 27th annual running of the Swamp Fox Enduro, sponsored by the Family Riders out of Charleston, South Carolina. The event was co-sanctioned by the Florida Trail Riders and was the only non-Florida race on their schedule. Looking at the terrain, however, it was like the race was in the middle of Florida instead of the Francis Marion National Forest, some 30 miles from Charleston. The enduro was close to 60 miles long and included all the stuff that riders have come to expect. Huge sand whoops, tight woods and great trails combined with wonderful weather made the event fun for most riders.

Key time was 9 a.m., with the start located at the campground trail head in the ORV park. The first section was 12 miles long and consisted of trail mainly used by the local ORV park, and, as expected, it was whooped out to the max.

Ramey blazed through the section with a one-point loss, three seconds shy of a zero.

"I rode hard in that first section," said Ramey. "My computer was off; I stopped once to bump up the mileage. I should have zeroed the check."

Gravitt had the next-best time with a 2.13. McCoy followed with a 2.15.

"I got behind a guy right as we started into the tight stuff," said McCoy. "He couldn't get out of my way and I couldn't pass. It wasn't his fault, but it cost me a point. I feel I could have scored a one."

Hawkins dropped a 3.19.

"I always start off slow," claimed Hawkins. "My bike was working good, though. This was completely different suspension settings than what we have been running. I had it a bit too soft at first. I had to stiffen it up after the first section."

Section two consisted of 9 miles of good, tough trail, mixed with some new stuff. Hawkins cranked things up a notch to post the lowest score: one point.

"I knew Franklin had me by two points and I was trying to make up as much as I could," said Hawkins. "My suspension was working better after I made a few adjustments."

Ramey, Gravitt and McCoy all dropped two points. Threes and fours were the norm in the A classes. Because of some of the whooped-out trails, riders tended to hang close to the edge of the trail in an attempt to avoid the deepest part of the whoops. This proved to be quite dangerous, and several riders ended their race early by hitting stumps hidden beneath the underbrush. Two riders suffered broken collarbones, and one rider (Frank Anello) broke his leg and spent the day at Cooper hospital in Mount Pleasant. He got some stainless-steel screws and plates as souvenirs.

The third section was 7 miles long. Ramey posted the fast time with a 2.04.

"I hit a stump pretty good going pretty fast in the third section," said Ramey. "It threw me into a tree and I got a limb all tangled in my brakes."

Hawkins followed with a 2:13, and Gravitt carded a 2:20.

"I had a few close calls in that section; I almost took out a few spectators in a few of the corners," said Gravitt.

McCoy went 2:35 and Husaberg rider Michael Grizzle scored a 2:58. Kawasaki rider Steven Smith sneaked in with a 2:59.

The final points taker of the day came at 61 miles. A restart took the riders into the last 14 miles of the day.

"I knew I was down on points," said Hawkins, "and I was hoping the last trail would be tight enough for me to make up the time. When I left the restart, I just pinned it. I never even looked at my clock again. When I saw the check, I was two minutes early."

The final trail was faster than most thought it would be.

"I kept a good pace - nothing too fast," said Ramey. "I didn't have any trouble - just rode good and stayed on time."

Ramey zeroed the section, as did Gravitt and McCoy.

"I wish that last section would have been tougher," said Gravitt. "It was pretty easy to stay on time. This was a good effort by the Family Riders."

Although Hawkins did not get the finish that he wanted, he was still impressed with the event, as well as with the other SETRA races that he has run so far.

"I read a story in Racer X this month," said Hawkins. "Suzuki's Mike Webb said enduros were on the decline and that they didn't get the turnout of the GNCCs. I think he is on the moon. He has never been to a SETRA race. There were 300 to 350 riders at Charleston. The club also put on a mini enduro on Saturday. I was really impressed with it."

With the win, Ramey moved into the series points lead. CN

**Swamp Fox Enduro**
**Francis Marion National Forest, South Carolina**
**Results: January 17, 1999 (Round 9)**

**O/A:** Franklin Ramey III (G-G).
**AA:** 1. Allen Gravitt (KTM); 2. Jason Chancey (KTM).
**OPEN A:** 1. Steve Hardeman (KTM); 2. Gallie Ward (Yam); 3. Neil Sharphorn (KTM).
**250 A:** 1. Steven Smith (Kaw); 2. Stephen Edmonson (Kaw); 3. Steve Saunders (Kaw).
**200 A:** 1. Travis Hayes (KTM); 2. Michael Sigety (Suz); 3. Martin Pruett (KTM).
**4-STRK A:** 1. Jeff Harris (Hus); 2. Andy Barkley (Hon).
**VET A:** 1. Johnny McCoy (Kaw); 2. Johnny Simkins (Kaw); 3. Robert Pearson (KTM).
**SR A:** 1. Mitch McRee (KTM); 2. Terry Hughes (Yam); 3. Gary Williams (Hon).
**S/SR A:** 1. Robert Neeley (KTM); 2. Mike Shank (Kaw).
**OPEN B:** 1. Chris Doran (KTM); 2. Eddie Royals (KTM); 3. B.T. Mortez (Yam).
**250 B:** 1. Kim Watson (KTM); 2. Trey Welborn (Kaw); 3. Mike Douglas (Suz).
**200 B:** 1. Jay Lagroon (Kaw); 2. Maynard Peterson (Kaw); 3. Steve Lewis (Kaw).
**4-STRK B:** 1. Phillip Sims (Yam); 2. Paul McColl (Hon); 3. Rick Spivey (Hus).
**VET B:** 1. Dean Staley (Kaw); 2. David Cripe (KTM); 3. Roy Wood (Kaw).
**SR B:** 1. Frank Shoenbeck (Yam); 2. John Strange (Suz); 3. John Harris (Kaw).
**MSTR B:** 1. Ron Miller (Yam); 2. Mike Thompson (Hon ); 3. Cornelius Sharphorn (KTM).
**OPEN C:** 1. Gene Zobel (Hon); 2. Seth Lang (Hon); 3. Ladd Sanders (KTM).
**25C C:** 1. Tim Myers (Hon); 2. Jesse Goode (KTM); 3. David Croot (Yam).
**200 C:** 1. Scott Mount (KTM); 2. Sam Nelson (Kaw); 3. Dusty Tindell (KTM).
**4-STRK C:** 1. John Addington (Hus); 2. Allen Young (Hon); 3. Jimmy Vinson (Yam).
**VET C:** 1. Mel Smith (Hon); 2. Greg Tindell (KTM); 3. George Tolson (KTM).
**SR C:** 1. Cameron Smith (KTM); 2. Ben Hill (KTM); 3. Johnny Futo.
**S/SR C:** 1. Benny Hamby (Kaw); 2. David Boyce (Kaw); 3. Kenny Hardee (Yam).
**MSTR C:** 1. Frank Amos (KTM); 2. Tommy Neal (Kaw); 3. Paul McDonald (ATK).
**GLDN MSTR:** 1. Richard Smith (KTM); 2. James Bransford (KTM); 3. Don Herless (Yam).
**SPTSMN 0-200:** 1. Mark Diehl (Suz); 2. Steve Bigos (Kaw).
**SPTSMN 200-OPEN:** 1. Phillip Loos (Hon); 2. Carl Vose (Suz).
**VINT:** 1. Dave Arnett (Pen).
**WMN:** 1. Elaine Nobles (KTM); 2. Kim Seals (Kaw); 3. Sue Heath (Kaw).

# Dubach on a dare

By Tony Alessi

PALMDALE, CA, JAN. 31

Yamaha's Doug Dubach scored an impressive win in the 250cc Pro class during round three of the CMC Sunstar Sprockets Golden State Nationals, held at Los Angeles County Raceway. Dubach joined some 600 other racers who, despite the prediction of bad weather, showed up on Super Bowl Sunday to compete, but Dubach's plan was to not ride when he showed up at the track.

"I came here today with Team Yamaha Venezuela's national champion, Edward Novos," said Dubach. "Then they started to bag on me like I was scared, so I decided to ride."

Not one to back down from a challenge, Dubach threw on some gear, grabbed his YZ400 and was on the line for the first 250cc Pro race.

"I really didn't get any practice, and I got last-place pick on the gate," Dubach said. "Oh, well."

When the gate dropped, it was two four-stroke Yamahas in the lead, and neither one was Dubach's.

"I started way too inside and just got pinched out," Dubach explained.

Terry Fowler and TRE-backed Billy Joe Mercier led the early laps, while Dubach closed in from a midpack start.

Dubach quickly picked up on the lines and began to reel in the leaders by upping the pace to 1:35 per lap.

Near the midway point in the race, Dubach squeezed inside Mercier for second place, and then made a similar pass a few laps later on Fowler by outbraking his four-stroke counterpart before a sweeping right-hand turn to take over the lead.

Dubach went on for the moto win while Fowler maintained second in front of Mercier, Robert Naughton and Pro Circuit-backed Ty Kady.

The second moto saw Dubach take control of the race early on, and he went on to post the overall victory, while Suzuki rider Naughton posted a strong second in the moto, followed by Fowler and Kady.

The 125cc Pro race had an international flavor, with riders present from the Czech Republic, Sweden, Japan and Venezuela.

In the end, little-known 20-year-old Czech racer Jan Zarvena used a pair of runner-up finishes to score the overall victory over rookie Pro Nick Metcalf.

"After winning Loretta Lynn's this year, I turned Pro," Metcalf said, "but I broke my wrist and got set back a little, so my dad brought me here to Southern California to ride for the winter. We live in an RV Park and practice and race every week. It seems like today, it's starting to pay off."

Metcalf topped third-place finisher Masaki Hiratsuka, second-moto winner Ty Kady and Hawk White for the day's overall finish.

Sean Hamblin topped the charts in both the Schoolboy and 125cc Intermediate classes, but only after facing heavy opposition from Team Green racer R.J. Thompson.

"I spent most of this week as a guest instructor for the Donnie Hanson MX Academy, teaching here at L.A. County Raceway," Thompson said.

Obviously, the extra time on the course paid off, as R.J. simply ran away from the field during the first Schoolboy competition, turning lap times some two seconds per lap faster than the day's fastest Pros.

The second moto looked like a repeat performance for Thompson, who again led with authority aboard his Thousand Oaks Kawasaki-sponsored KX125. But Hamblin had other ideas, staying within striking distance the entire moto and plotting his move for the final lap. Hamblin cut inside Thompson in a turn, forcing him outside. The end result was a textbook block-pass that forced Thompson to brake and allowed Hamblin the opening he needed to take the lead.

Though Thompson tried in vain to retaliate, Hamblin held on for the win in front of Thompson and Team NCY Yamaha's Billy Laninovich, who was making both his 125cc-class debut and his "comeback" to racing after breaking his leg during minicycle competition at the U.S. Open of Supercross held in Las Vegas last autumn.

Hamblin posted top honors in the 125cc Intermediate class in front of Thompson and Laninovich.

The two Mikes dominated the action in the minicycle program. Team Yamaha's Mike Blose was the winner of both the 80cc (14-16) and Supermini classes, while Team Green's Mike Alessi swept all four motos of both 60cc (9-11) and 80cc (7-11) classes.

Arizona's Blose kept his cool all day, stayed away from many of the heated race confrontations, and made smooth, clean passes en route to two class wins.

"Shane Bess was faster through the whoop section today," Blose said, "but I think I had a little better lines on the rest of the course."

Blose topped Bess and Team Thousand Oaks Kawasaki's Dylan Lord in the 80cc (14-16) class and Lord and Brandon Layton in the Supermini competition.

In both the 80cc (7-11) and 60cc (9-11) contests, 10-year-old Mike Alessi took care of business, leading every lap of all four motos.

Robert Memoli and Mike's brother Jeff Alessi waged an all-out war in the 60cc (9-11) class for the runner-up position, with Memoli finishing second in the first moto and Jeff Alessi fighting back for second in the all-important final moto.

Mike Alessi also recorded top honors in the 80cc (7-11) class, in which he finished in front of Chris Blose, Daniel Sani, Pablo Quintanilla and Jeff Alessi.

Blake Baggett stamped his authority on the 50cc (4-6) class by scoring the overall win.

"Former Mini Champion Mike Healy has been working with Blake three times a week," said Baggett's father. "It's really starting to show."

Baggett took his MSR/Smith-backed Cobra to a 2-1 finish, topping his Cobra counterpart, Nic Paluzzi, and Wiseco-sponsored Cody Farrar. CN

(Above) Mike Blose (82) and Shane Bess (34) fight for the lead in the 80cc (14-16) class. Blose ended up the winner while Bess finished second.
(Right) Doug Dubach signed up last but finished first during 250cc Pro action at round three of the CMC Golden State Nationals in Palmdale, California.

**Los Angeles County Raceway**
**Palmdale, California**
**Results: January 31, 1999 (Round 3)**

**50 (4-6):** 1. Blake Baggett (Cob); 2. Nic Paluzzi (Cob); 3. Cody Farrar (KTM); 4. Chris Plouffe (KTM); 5. Dylan Pemberton (Cob).

**50 (7-8):** 1. Bruce Rutherford (KTM); 2. Jake Canada (KTM); 3. Danny Gonzalez (Cob); 4. Webb Massey (KTM); 5. Donnie Kearney (KTM).

**60 (0-8):** 1. Cole Seely (KTM); 2. Travis Christenson (Kaw); 3. Shawn Butler (Kaw); 4. Casey Huntley (Kaw); 5. David Medina (Kaw).

**60 (9-11):** 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Robert Memoli (Kaw); 4. Jesse Bowler (Kaw); 5. Jared Partridge (Kaw).

**80 BEG:** 1. Kim Cordova (Suz); 2. Shawn Mohr (Hon); 3. Daniel Roegner (Yam); 4. Brennan McGinnis (Yam); 5. Jimmy Gonzalez (Yam).

**80 (7-11):** 1. Mike Alessi (Kaw); 2. Chris Blose (Yam); 3. Daniel Sani (Suz); 4. Pablo Quintanilla (Kaw); 5. Jeff Alessi (Kaw).

**80 (12-13):** 1. Brandon Layton (Yam); 2. Daryl Ecklund (Yam); 3. Daton Beavers (Kaw); 4. Sean Collier (Kaw); 5. Kelly Tedder (Suz).

**80 (14-16):** 1. Michael Blose (Yam); 2. Shane Bess (Suz); 3. Dylan Lord (Kaw); 4. Nick Alvarez (Hon); 5. Kyle Mace (Yam).

**B/W:** 1. Bobby Steffan (Kaw); 2. L. Santiago (Hon).

**S/MINI:** 1. Michael Blose (Yam); 2. Dylan Lord (Kaw); 3. Brandon Layton (Yam); 4. Shane Bess (Suz); 5. Sean Collier (Kaw).

**125 BEG:** 1. Todd Eide (Yam); 2. Charles Dana (Yam); 3. Andres Quintanilla (Yam); 4. Cory Murphy (Hon); 5. Jamie Klein (Kaw).

**125 JR:** 1. Jared Williams (Yam); 2. Brent Denton (Yam); 3. Jimmy Eberle (Yam); 4. Kane Jackson (Yam); 5. Sergio Ponce De Leon (Yam).

**125 INT:** 1. Sean Hamblin (Yam); 2. R.J. Thompson (Kaw); 3. Billy Laninovich (Yam); 4. Chris Sprenkel (Suz); 5. Ito Posca (Yam).

**125 PRO:** 1. Jan Zarvena (Suz); 2. Nick Metcalf (Suz); 3. Masaki Hiratjuka (Hon); 4. Ty Kady (Yam); 5. Hawk White (Suz).

**SCHBY:** 1. Sean Hamblin (Yam): 2. R.J. Thompson (Kaw); 3. Billy Laninovich (Yam); 4. Turbo Reif (Hon); 5. Ross Garcia (Yam).

**250 BEG:** 1. Alvino Garcia (Yam); 2. Neil Chisholm (Hon); 3. Bryan Vazzana (Hon); 4. Garrett Matthews (Hon); 5. Art Sprecher (Yam).

**250 JR:** 1. Justin Eide (Yam); 2. Nathan Jones (Yam); 3. Christian Kennevik (Yam); 4. Chuck Kober (Suz); 5. Jim Finerly (Yam).

**250 INT:** 1. Chris Cooley (Kaw); 2. Randy Norman (Yam); 3. Chris Thompson (Suz); 4. Michael Collier (Kaw); 5. Chris Sprenkel (Kaw).

**250 PRO:** 1. Doug Dubach (Yam); 2. Terry Fowler (Yam); 3. Robert Naughton (Suz); 4. Ty Kady (Yam); 5. Espen Blikstad (Suz).

**500 PRO:** 1. Terry Fowler (Yam); 2. Jon Nelson (Yam).

**500 AM:** 1. Chad Nelson (Yam); 2. John Blood (Yam).

**25+ AM:** 1. Scott McCollough (Yam); 2. Steve Piattoni (Suz); 3. Tim McEntee (Suz); 4. Chuck Kober (Suz); 5. Greg Pierod (Yam).

**25+ MSTR:** 1. Jon Zahrt (Suz); 2. Darrin Hoeft (Suz); 3. Robbie Dunham (Yam); 4. Joe Root (Suz); 5. Bob Shimp (Yam).

**25+ PRO:** 1. Robert Naughton (Suz); 2. Billy Mercier (Yam); 3. Fernando Macia (Yam); 4. Terry Fowler (Yam).

**30+ BEG:** 1. Steve Devoll (Suz); 2. Jason Aeck (Yam); 3. Billy McAllister (Suz); 4. Andy Flum (Yam); 5. Gene Ordelman (Hon).

**30+ JR:** 1. Tim McEntee (Suz); 2. Chuck Kober (Suz); 3. Tom Bell (Suz); 4. Roger Oreb (Hon); 5. John Blood (Yam).

**30+ INT:** 1. Glenn Commans (Yam); 2. Chad Nelson; 3. Steve Piattoni (Suz); 4. Robbie James (Yam); 5. Mike Licitra (Kaw).

**30+ PRO:** 1. Terry Fowler (Yam); 2. Robert Naughton (Suz); 3. Bryan Nelson (Yam); 4. Jon Nelson (Suz); 5. Darrell Hamilin (Yam).

**30+ MSTR:** 1. Darrin Hoeft (Suz); 2. Jon Zahrt (Suz); 3. Joe Root (Suz); 4. Kevin Lane (Suz); 5. Bob Shimp (Yam).

**40+ AM:** 1. Joel Harriott (Yam); 2. Phillip Taboada (Suz); 3. Ken Neitzel (Suz); 4. David Zahrt (Suz); 5. Robert Leeward (Yam).

**40+ MSTR:** 1. Bob Shimp (Yam); 2. Joe Root (Suz); 3. Tony Schuler (Yam); 4. Gary Doggett (Suz); 5. Jeff White (Kaw).

**O/T:** 1. Stephen Day (Yam); 2. Vance Johnston (Yam); 3. Ted Krasel (Hon).

**WMN:** 1. Jennifer Caputo (Yam); 2. Dawn Rogers (Yam).

## Nashville Powercross: Nashville Municipal Auditorium

# Horton rocks Music City

By Chris Deutschen

NASHVILLE, TN, JAN. 15-16

It was a great day in the Music City when On-Trac Events brought the America's Motorsports/Nelson Mazda-sponsored Powercross to the Nashville Municipal Auditorium - a great day for Moto Planet/Al Lane Yamaha-sponsored Robbie Horton, that is. Horton used his years of experience winning Amateur National Championships at Loretta Lynn's and contesting the 125cc East Supercross Series to dominate both nights of racing, winning every event that he entered, including the Dash For Cash and the jump contest. This is not to say that the competition was weak. Clark Stiles, Matt Shue and Scotty Graves gave Horton everything that he could handle on both nights, but Horton was just too strong. Using technical riding that turned singles into doubles and doubles into triples, Horton was able to put just enough distance on the pack to secure the wins.

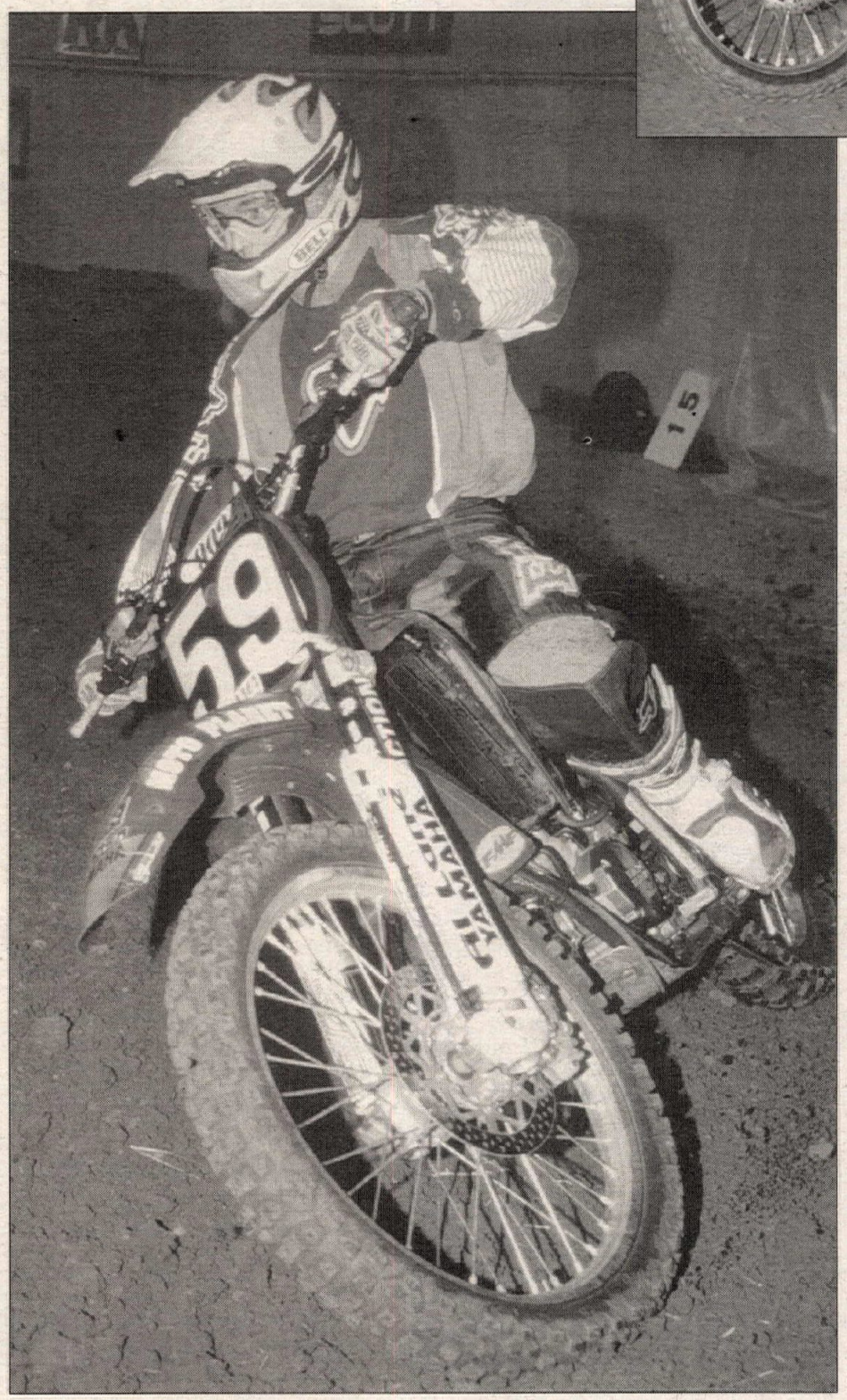
The festivities started off on Thursday evening with a display of riding skill as co-promoter and former World Supercross Champion Jim Holley proceeded to wheelie up and down Broadway in front of the NASCAR Café in downtown Nashville in order to hype the event. For the old-school fans, it brought back memories of junior high school daydreams and days long since passed. On Friday evening, the races officially kicked off in front of an almost full house. The Nashville Municipal Auditorium, which is a state-of-the-art arena, had not seen a crowd of this magnitude in years, and co-promoter Rob Hansen did a great job of constructing a quality course in the tight confines of the auditorium.

Peery's Kawasaki's Clark Stiles kicked off the first night by taking the holeshot in the 125cc main, ahead of Horton and local boy Scotty Graves. Horton was not going to wait around, and he immediately started to pressure Stiles for the lead. At the close of the first lap, it looked like Horton was going to be able to make the pass for the lead over the dual double jumps, but Stiles rode a tight line and held Horton off. Horton was not to be denied, though, and coming out of the whoops he made the pass for the lead and what would be the win.

Stiles still had his hands full as Graves and Matt Shue pushed for the second spot. In the end, Stiles rode a consistent race to secure the second spot, ahead of a charging Shue and Graves.

Yamaha rider Justin Tiearney had the fastest throttle hand at the start of Friday's 250cc main, as he held a tight line through the first corner and over the massive finish-line doubles. Tiearney was riding a high from having held off Horton for every lap of the Dash For Cash - except the one that counted. However, his lead was short-lived, as both Horton and Shue pushed the pace and made the pass. Shue stuck close to Horton for five laps, sticking his front wheel in whenever he could. Horton remained cool under fire and gradually pulled away from Shue to take an uncontested win.

Back in the pack, Tiearney was holding his own against a charging Stiles, but one small mistake was all Stiles needed to make the pass and take the final podium position. Suzuki-mounted Jon Boruff finished fourth.



**(Left) Robbie Horton was the top finisher, taking wins in the 125cc and 250cc Pro classes in powercross action in Nashville, Tennessee.**
**(Above) Clark Stiles diced with Horton the entire weekend, but he was only able to pull off one win, during Friday night's 125cc main event.**

The crowd on Saturday was just as large and just as enthusiastic as that on Friday as Horton, riding high from his Friday sweep, added a 125cc main-event holeshot to his list of triumphs. With clear sailing up front, Horton was able to place a nice cushion between himself and the rest of the pack to take an uncontested win. The usual suspects followed behind the flying Horton, with Shue in second, desperately trying to make up ground on the rapidly disappearing leader, followed by Jon Boruff and Stiles, who was trying to make up for a mistake earlier in the race. Boruff tried everything he could to hold off Stiles, to no avail. With four laps to go, Stiles made the pass heading into the rhythm section to clinch third.

Having wired the start, Horton again jumped out to an early lead by cutting a tight inside line and rolling the finish-line double. Riding high on the confidence of winning every moto he entered over the weekend, Horton quickly charged out front and spent the next 11 laps styling for the cameras.

Clark Stiles finally got a good start; unfortunately, Horton's was better, relegating Stiles to the runner-up position. Shue suffered a fifth-place start, and by the time he made the pass for third place, Horton and Stiles were long gone, forcing Shue to settle for third in front of a consistent Jon Boruff. CN

**Nashville Municipal Auditorium**
**Nashville, Tennessee**
**Results: January 15-16, 1999**

**Friday**

**125 PRO:** 1. Robbie Horton; 2. Clark Stiles; 3. Matt Shue; 4. Scotty Graves; 5. Justin Tiearney; 6. Devin Banks; 7. Jon Boy Monk; 8. Mike Mason; 9. Freddy Wiecher; 10. Mark Workentine.

**250 PRO:** 1. Robbie Horton; 2. Matt Shue; 3. Clark Stiles; 4. Jon Boruff; 5. Justin Tiearney; 6. Scotty Graves; 7. Mark Workentine; 8. Jordan Moneymaker; 9. Mike Mason; 10. Bryan McDonald.

**Saturday**

**125 PRO:** 1. Robbie Horton; 2. Matt Shue; 3. Clark Stiles; 4. Jon Boruff; 5. Justin Tiearney; 6. Mark Workentine; 7. Scott Metz; 8. Jon Boy Monk; 9. Jason Waters; 10. Mike Mason.

**250 PRO:** 1. Robbie Horton; 2. Clark Stiles; 3. Matt Shue; 4. Jon Boruff; 5. Jordan Moneymaker; 6. Mike Mason; 7. Mark Workentine; 8. Justin Tiearney; 9. Scotty Graves; 10. Jon Boy Monk.

Victory Sports MX Series

# Horton rules Calsonic

By Randy Sansom

SHELBYVILLE, TN, JAN. 23

Robbie Horton won both the 125cc A and 250cc A-class finals during the second of two nights of racing at Victory Sports Racing's indoor winter motocross series, held inside the Calsonic Arena. The sellout crowd witnessed 27 action-packed main events, highlighted by the Pro classes and a jump contest.

In the 125cc A final, Kentucky rider Rodney Carrier grabbed the holeshot aboard his KTM, followed by RM-mounted Todd Bennick and KX pilot Clark Stiles. Horton was slow off the line, but he charged through the field to quickly jump into the fray at the front of the pack. By the end of lap two, Carrier had dropped back a few positions and Bennick had assumed the lead.

Bennick was on the gas and he built up a two-second lead almost immediately. By this time, Horton passed Carrier and was pressuring Stiles, who put up a strong fight. A few laps later, Stiles left the door slightly open and Horton took full advantage, moving into second. YZ riders Scott Graves and Devin Banks were also on the gas, and they motored past Carrier. Graves went on to pass Stiles as the moto was winding down, but Banks was holding in fifth.

Meanwhile, Horton closed in on Bennick as the two riders threaded their way through lapped traffic. With three laps remaining in the 12-lap final, Horton dived inside a lapped rider entering the whoops and passed Bennick at the same time. When the checkers came out, it was Horton, followed by Bennick, Graves, Stiles and Banks.

In 50cc (7-8) action, Bradley Bunch powered his Cobra into the lead but quickly made a miscue that allowed D.J. Ellis to take over the lead. By the beginning of lap three, Bunch had muscled his way into the lead once again and was never again headed. Hunter Inman put on a charge during this time and closed in on the lead duo, but he had to settle for third. The top three riders exhibited skill that belied their years as they mastered many of the double jumps and hammered the whoops like seasoned veterans.

As the six-lap moto wound down, Bunch pulled an eight-second lead over Ellis, who in turn extended the gap over the third-place rider to three seconds. At the finish, the order was Bunch, Ellis, Inman and Preston Seratt, followed by Cody Reas.

The 85cc (12-13) class put on an exciting show as Douglas Thomason jammed his KX80 into the lead entering the first turn and never looked back. YZ-mounted Ty Conway was on the gas, but he never got the opportunity to make a serious run at Thomason, who kept a solid lead throughout the moto.

Third-place finisher Shawn Clark was in command of third place until lap three, when he took a small soil sample and let Honda-mounted Blake Arrowood by. As the moto entered lap five, Clark passed Arrowood and closed the gap on Conway, who was three seconds behind the leader. Conway picked up the pace and both riders closed the gap on Thomason, but the KX rider held on for the win.

The final Pro-class event of the weekend was the much-anticipated 250cc A final. Horton nabbed the holeshot, followed by Graves and RM-mounted Matt Shue. Shue passed Graves at the beginning of lap two and set his sights on Horton's YZ. Horton was putting on an impressive show as he attacked the track. Not to be outdone was Shue, who matched Horton's pace move for move, lap after lap. While the lead was up for grabs, Stiles was closing on Graves, who was running third. Fifth place was occupied by Bennick, who was also charging toward the front after a lackluster start.

By midmoto, the leaders had encountered lapped traffic, which allowed Horton to extend his lead to about four seconds over Shue. The running order of the top five remained the same for the next four laps, but beginning on lap 10, Stiles was all over Graves, trying to force a mistake. Graves held tough and never faltered. At the moto's end, Horton took an uncontested win over Shue, Graves, Stiles and Bennick. CN

Zach Osborne (38) grabs the holeshot in the 65cc (7-9) race over Justin Ashburn (13N), Hunter Inman (H1) and Jacob Patterson at Victory Sports Racing's indoor motocross in Shelbyville, Tennessee.

**Calsonic Arena**
**Shelbyville, Tennessee**
**Results: January 23, 1999**

**Friday**

**50 SHAFT:** 1. Chelsea McSwain (Yam); 2. Cody Robbins (Yam); 3. Wesley O'Dell (Yam); 4. Tres Waldroop (Yam); 5. Austin Risner (Yam).

**50 (4-6):** 1. Ian Trettel (Cob); 2. Cody Robbins (Cob); 3. Trevor Brown (Cob); 4. Austin Risner (Cob); 5. Kaleb Vandygriff (Cob).

**50 (7-8):** 1. Bradley Bunch (Cob); 2. D.J. Ellis (KTM); 3. Hunter Inman (Cob); 4. Preston Seratt (Cob); 5. Taylor Brown (Cob).

**65 (7-9):** 1. Zach Osborne (KTM); 2. Justin Ashburn (KTM); 3. Matthew Mashburn (Kaw); 4. Brandon Miller (Kaw); 5. Elliot Barber (Kaw).

**65 (10-11):** 1. Tyson Ezell (KTM); 2. Blake Cox (Kaw); 3. Brady Orr (KTM); 4. Andrew Wisdom (KTM); 5. Kendall Turnbull (KTM).

**JR MINI:** 1. Zach Osborne (KTM); 2. Blake Renshaw (Kaw); 3. Cody Patterson (Suz); 4. Justin Ashburn (KTM); 5. Jerry Mashburn (Kaw).

**80 D:** 1. Casey Shaw (Hon); 2. Jerry Mashburn (Kaw); 3. Corey Richey (Hon); 4. Tyler Landers (Yam); 5. Chad Borunes (Kaw).

**85 (12-13):** 1. Douglas Thomason (Kaw); 2. Shawn Clark (Suz); 3. Ty Conway (Yam); 4. Blake Arrowood (Hon); 5. Curtis Dyer (Yam).

**85 (14-15):** 1. Justin Jones (Yam); 2. E.J. Cox (Kaw); 3. Jared Arnold (Yam); 4. Freddy Rowe (Hon); 5. Douglas Cossey (Hon).

**S/MINI:** 1. Shawn Clark (Suz); 2. Ty Conway (Yam); 3. Justin Jones (Yam); 4. Douglas Thomason (Kaw); 5. Blake Arrowood (Hon).

**125 A:** 1. Jon Boruff (Suz); 2. Robbie Horton (Yam); 3. Clark Stiles (Kaw); 4. Matt Shue (Suz); 5. Devin Banks (Yam).

**125 B:** 1. Kyle Dangler (Yam); 2. Jeff Burkett (Yam); 3. Kyle Justice (Suz); 4. Aaron Ellenburg (Suz); 5. Clint Burkeen (Suz).

**125 C:** 1. Dwane Mitchell (Yam); 2. James England (Kaw); 3. Adam Manning (Kaw); 4. T.J. Fairbanks (Suz); 5. Billy McKin (Hon).

**125 D:** 1. Michael Branham (Hon); 2. Keith Parker (Suz); 3. Brad Dawson (Suz); 4. Robert Ardry (Suz); 5. Daniel Goulds (Hon).

**250 A:** 1. Clark Stiles (Kaw); 2. Todd Bennick (Suz); 3. Scott Graves (Yam); 4. Robbie Horton (Yam); 5. Matt Shue (Suz).

**250 B:** 1. Anthony Nash (Yam); 2. Shane Fox (Suz); 3. Kyle Dangler (Yam); 4. Matt Summers (Kaw); 5. Stacy Peck (Kaw).

**250 C:** 1. John Gunker (KTM); 2. Jamie Morris (Yam); 3. Jason Rowe (Yam); 4. Chris Branham (Yam); 5. Jesse Baker (Suz).

**250 D:** 1. Corey Gerulis (Kaw); 2. Adam Metcalf (Kaw); 3. Frank Tittle (Hon); 4. Ben Bass (Yam); 5. Allen McWilliams (Yam).

**25+:** 1. Shane Fox (Suz); 2. Robbie King (Hon); 3. W. David Eller (Kaw); 4. Joe Summarell (Kaw); 5. Jon Waggoner (Kaw).

**30+:** 1. W. David Eller (Kaw); 2. Jeff Elkins (Kaw); 3. Corey Gerulis (Kaw); 4. Tim Risner (Kaw); 5. Russell Rogers (Suz).

**U/L AM:** 1. Anthony Nash (Yam); 2. Clint Burkeen (Suz); 3. Jeff Burkett (Yam); 4. Kyle Justice (Suz); 5. William Simmons (Hon).

**U/L C-D:** 1. John Gunker (KTM); 2. Terry Brazier (Yam); 3. Adam Manning (Hon); 4. Michael Branham (Hon); 5. Jamie Morris (Yam).

**Saturday**

**50 SHAFT:** 1. Cody Robbins (Yam); 2. Chelsea McSwain (Yam); 3. Wesley O'Dell (Yam); 4. Trevor Barrett (Yam); 5. Justin Stevens (Yam).

**50 (4-6):** 1. Cody Robbins (Cob); 2. Ian Trettel (Cob); 3. Trevor Brown (Cob); 4. Dakota Matthews (KTM); 5. Austin Risner (Cob).

**50 (7-8):** 1. Bradley Bunch (Cob); 2. D.J. Ellis (KTM); 3. Hunter Inman (Cob); 4. Preston Seratt (Cob); 5. Cody Reas (Cob).

**65 (7-9):** Zach Osborne (KTM); 2. Justin Ashburn (KTM); 3. D.J. Ellis (KTM); 4. Brandon Miller (KTM); 5. Matthew Mashburn (Kaw).

**65 (10-11):** 1. Justin Sipes (Kaw); 2. Tyson Ezell (KTM); 3. Jared Tuten (Kaw); 4. Blake Cox (KTM); 5. Brady Orr (KTM).

**JR MINI:** 1. Zach Osborne (KTM); 2. Blake Renshaw (Kaw); 3. Justin Sipes (Kaw); 4. Cody Patterson (Suz); 5. Justin Ashburn (KTM).

**80 D:** 1. Jerry Mashburn (Kaw); 2. Casey Shaw (Hon); 3. Corey Richey (Hon); 4. Joe Dan Hite (Kaw); 5. Blake Underwood (Kaw).

**85 (12-13):** 1. Douglas Thomason (Kaw); 2. Ty Conway (Yam); 3. Shawn Clark (Suz); 4. Blake Arrowood (Hon); 5. Kenny Orr (Suz).

**85 (11-15):** 1. Justin Jones (Yam); 2. Jared Arnold (Yam); 3. E.J. Cox (Kaw); 4. Brandon Durbeck (Yam); 5. Freddy Rowe (Hon).

**S/MINI:** 1. Douglas Thomason (Kaw); 2. Ty Conway (Yam); 3. E.J. Cox (Kaw); 4. Kory Cunningham (Yam); 5. Justin Jones (Yam).

**125 A:** 1. Robbie Horton (Yam); 2. Todd Bennick (Suz); 3. Scott Graves (Yam); 4. Clark Stiles (Kaw); 5. Devin Banks (Yam).

**125 B:** 1. Kyle Dangler (Yam); 2. William Simmons (Hon); 3. J.T. Smith (Hon); 4. Chris Burkeen (Yam); 5. Clint Burkeen (Suz).

**125 C:** 1. T.J. Fairbanks (Suz); 2. Lance Cossey (Hon); 3. James England (Kaw); 4. John Bell (Hon); 5. Adam Smith (Yam).

**125 D D-1:** 1. Michael Branham (Hon); 2. Daniel Goulds (Hon); 3. Kyle Moore (Yam); 4. Ryan Stanesu (Suz); 5. Donnie Howard (Yam).

**125 D D-2:** 1. Brad Dawson (Suz); 2. Matt Riehl (Suz); 3. Pete Fornosca (Yam); 4. Zac Babcock (Yam); 5. Brock Cashdollar (Yam).

**250 A:** Robbie Horton (Yam); 2. Matt Shue (Suz); 3. Scott Graves (Yam); 4. Clark Stiles (Kaw); 5. Todd Bennick (Suz).

**250 B:** 1. Kyle Dangler (Yam); 2. Matt Summers (Kaw); 3. Stacy Peck (Kaw); 4. Shane Fox (Suz); 5. Don Murphy (Suz).

**250 C:** Bradley Moore (Yam); 2. Jesse Baker (Suz); 3. John Gunker (KTM); 4. Danny Cox (Hon); 5. Jason Rowe (Yam).

**250 D:** 1. Robert Andry (Suz); 2. Anthony Cogdill (Hon); 3. Jason Bouldin (Yam); 4. Jason Gomez (Yam); 5. Allen McWilliams (Yam).

**25+:** 1. Marty Stinnett (Hon); 2. W. David Eller (Kaw); 3. Robbie King (Hon); 4. Shane Fox (Suz); 5. J. Allen Reas (Suz).

**30+:** Larry Gessner (KTM); 2. W. David Eller (Kaw); 3. Lonnie Evans (Yam); 4. Eddie Gentry (Yam); 5. Timmy P'Pool (Kaw).

**U/L AM:** 1. William Simmons (Hon); 2. Anthony Nash (Yam); 3. J.T. Smith (Hon); 4. Lance Cossey (Hon), 5. Chris Burkeen (Yam).

**U/L C-D:** 1. John Gunker (KTM); 2. Jamie Morris (Yam); 3. James England (Kaw); 4. Jesse Baker (Suz); 5. Adam Manning (Kaw).

Midwinter Swedish National Championship

# Laakso swamps 'em

By David Klein

ÖBERO, SWEDEN, JAN. 23

The Midwinter Swedish National Championship Enduro is a classic in Swedish motorsports, and the winner of each year's event is known as the "Swamp Champion."

The prestigious race consists of three laps on a course that is approximately 45 kilometers (25 miles). The course starts out with a long grass-track test. It then connects to roads, which lead to the terrain special tests and then return to the grass-track. Each rider had four grass-track times and three terrain-test times. Riders were all equipped with studded tires for the ice.

Out of 200 riders, the overall winner by more than five minutes was Gas Gas pilot Juba Laakso. Team Husqvarna's Anders Ericksson came in second, manhandling the big Husky 620. At an icy river crossing, Anders simply pulled the front wheel up on his big four-stoke and used momentum to cross the collapsed wooden bridge - a bridge that saw at least half a dozen riders go for a very cold swim. The stoic Swedes who did fall in the freezing stream simply pulled their bikes out and continued on. In the end, not one bike was left drowned out, as each rider was successful at restarting their mounts.

The end of the race had approximately 60 finishers. The Women's class was only required to complete one lap. When results were tallied, former World Enduro Champion Kent Karlsson lost second place in the Over 125cc Senior class by only five seconds.

"I had a small problem on one loop, and I guess I didn't go fast enough this time," said Karlsson.

"It was a little cold and wet today, but I had no major problems," Anders Ericksson said after the race. "I am training hard and do well in these conditions." CN

**Midwinter Swedish Nat'l C'ship Enduro**
**Öbero, Sweden**
**Results: January 23, 1999**

**23+ 125:** 1. Mikael Norling (Kaw); 2. Anders Karlsson (Kaw); 3. Nils Johan Nilsson (Kaw).

**23+ OPEN:** 1. Joachim Fredriksson (Suz); 2. Per Lifvendahl (Kaw); 3. Kent Karlsson (KTM).

**4-STRK:** 1. Anders Ericksson (Hus); 2. Jonas Hermansson (Hbg); 3. Ulf Orrvik (Kaw).

**125:** 1. Andreas Rosendal (Hus) 2. Didrik Djdwinson (Hus); 3. Kristian Karlsson (Kaw).

**OPEN:** 1. Juba Laakso (G-G); 2. Morgan Rosell (Yam); 3. Daniel Eriksson (KTM).

**WMN:** 1. Maria Sandell (Suz); 2. Erika Roth (Hon).

Unlimited Sports Florida Winter AMA Series
Round 4

# Lorusso and Currie conquer

By Kyle Myers

REDDICK, FL, JAN. 20

Just over 300 riders from 18 states as well as Italy, England, Canada and Panama competed in round four of the Unlimited Sports Florida Winter AMA Series, held at Motocross of Marion County. Tony Lorusso and Paul Currie were the big winners on the day. Lorusso topped the 125cc Pro division while Currie won the 250cc Pro class on the supercross-style course.

In the first 250cc Pro moto, Currie led the 13-rider field into turn one with Anthony Pocorobba, Lorusso, Barry Carsten and Tyson Hadsell following. Currie, on his F&S/Performance Engineering RM, pulled out an eight-second lead - one that he would not relinquish - over Pocorobba, Lorusso and Carsten. The only rider to make progress on the damp track was YZ400-mounted Keith Johnson. Johnson started around 10th and worked his way into fifth by the finish.

When the gate dropped for moto two, Currie once again led the charge into turn one, with Lorusso, Pocorobba, Hadsell and Carsten giving chase. Johnson started seventh this time. Lorusso bobbled at the end of lap one, and Pocorobba shot by. Currie and Pocorobba then opened up a lead ahead of the field as the battle for fourth between Hadsell, Carsten and Johnson heated up. The three riders freight-trained around the course until Johnson muscled his way into fourth.

Meanwhile, Currie put some ground between himself and Pocorobba to score the win. Pocorobba flew across the finish line to claim second, with Lorusso, Johnson and Carsten rounding out the top five places.

In the first 125cc Pro race, Carsten shot into the lead with Hadsell and Lorusso eating his roost. Suzuki-mounted Carsten led wire to wire to score the opening-moto win as Hadsell and Lorusso fought for the runner-up spot. With the checkered flag out, Lorusso parked Hadsell in the final turn to take second. Hadsell recovered to finish third over Currie and Pocorobba.

Lorusso rocketed out of the gate to start moto two, with Jason Fink, Jarrett Tipping, Currie and Pocorobba trailing behind. Currie and Pocorobba moved by Tipping and Fink on lap two while closing in on leader Lorusso. Pocorobba then fell in a turn, leaving Currie and Lorusso to battle for the win. Currie tried several times to make a move on Lorusso, but Lorusso throttled away each time, and he took the moto win and the overall. Pocorobba remounted to finish third, with Carsten and Johnson rounding out the top five.

Pocorobba also competed in the 125cc A and 250cc A classes; he recorded the overall in both. In the 125cc A division, Pocorobba used a 1-2 score to win over the 5-1 tally of England's Ryan Voase. In the 250cc A race, Pocorobba also used a 1-2 punch to win over Tipping's 4-1 score.

Besides competing in the Pro classes, Carsten raced in the Over 25 division. Carsten won both motos, but not without a fight with Austin Squires, Pat Barton and Matt Crown. Carsten won the opening moto by snatching the holeshot and never looking back. Squires, Barton and Rudy Waller followed him home.

In moto two, Barton jumped out to the easy lead, with Carsten and Crown giving chase. Barton led until Carsten slipped by for the win. Barton held on for second, with Crown coming in third.

Barton later returned to win the Over 30 age group with a 2-2 score over John Lundy's 1-3 and Crown's 9-1 score.

Bryan Johnson scored the win in the highly contested 80cc class. Johnson went 1-2 to take the overall from series points leader James Stewart. Stewart could only finish 15th in the opening moto, due to a crash situation. Stewart recovered and won the second moto, but Johnson's consistent finishes won the race.

Stewart sliced his way to a pair of moto wins in the Supermini category. Nathan Davenport's 2-2 was good for second over Johnson's 5-3.

In only his fourth race aboard a 250, Kyle Farnell topped the 250cc class with a 1-1 tally over series leader Ben Riddle, who posted consistent 2-2 showings for the runner-up spot. Riddle also raced the 125cc B class and dominated the field easily, winning both motos over Farnell and Troy Adams.

Farnell grabbed the holeshot in 125cc Youth-class action. Adams, Stewart, Zac Lundy and Davenport brought up the chase group. Farnell, on his Thor/Performance Engineering Suzuki, pulled away to score the win as Adams and Stewart, who were on KX100s, battled for second. Entering the final turn before the finish, Stewart and Adams crashed and both riders were sent to the ground. Stewart was the first to remount, and he managed to claim second over Adams, Lundy and Davenport.

Farnell once again led the 11-rider field into turn one, with Dan Truman, Adams, Stewart and Shane Bartholf following. Farnell had bike problems on the opening lap, resulting in a DNF. This gave Truman the lead, with Adams on his fender. Adams motored by Truman for the point position, with Stewart close behind. Adams opened up a small lead as Stewart went to work on Truman. Entering the last corner before the finish, Stewart rammed Truman and both riders went down. Bartholf slipped by both riders to score second. Truman remounted to finish third, ahead of Stewart and Matt Barnes. CN

**Motocross of Marion County**
**Reddick, Florida**
**Results: January 20, 1999 (Round 4)**

**P/W (4-6):** 1.Preston Thomas (Cob); 2. Tyler Moore (Cob); 3. Zac Freeburg (Cob); 4. Bobby Huss (Cob).
**P/W (7-8):** 1. Austin Stroupe (Cob); 2. Dominic Izzi (Cob); 4. Ryan Lawhon (Cob); 3. Orlando Hamilton (Cob); 5. Dustin Solovich (Cob).
**60 (7-9):** 1. Ricky Renner (Kaw); 2. Sean Hackley (Kaw); 3. Kyle Keylon (Kaw); 4. Dominic Izzi (Kaw); 5. Mike Nicolini (Kaw).
**60 (10-11):** 1. Ian Hillet (Kaw); 2. Dan Willman (Kaw); 3. Andy Chersin (KTM); 4. Danny Weyer (Kaw); 5. Larry Partin (Kaw).
**80 (7-11):** 1. Josh Lichtle (Suz); 2. Davi Millsaps (Suz); 3. Jimmy Keyes (Yam); 4. Jake Griffis (Yam); 5. Chase Revell (Kaw).
**80 (12-13):** 1. Bryan Johnson (Suz); 2. Zac Lundy (Hon); 3. Matt Goerke (Yam); 4. Nathan Davenport (Kaw); 5. Nick Adams (Kaw).
**80 (14-15):** l. Chad Ward (Yam); 2. Augie Lieder (Suz); 3. Scott Perry (Kaw); 4. Justin Holstein (Hon); 5. Eric Stewart (Yam).
**S/MINI:** 1. James Stewart (Kaw); 2. Nathan Davenport (Kaw); 3. Bryan Johnson (Suz); 4. Chad Ward (Yam); 5. Jimmy Keyes (Yam).
**125 YTH:** 1. Troy Adams (Suz); 2. James Stewart (Kaw); 3. Dan Truman (Suz); 4. Nathan Davenport (Kaw); 5. Shane Bartholf (Kaw).
**16-24:** 1. Clint Shealy (Kaw); 2. Karsten Butler (Hon); 3. Matt Johnson (Yam); 4. Mike McGourth (Yam); 5. Dustin Keuntjes (Suz).
**125 A:** 1. Anthony Pocorobba (Suz); 2. Ryan Voase (Suz); 3. Tyson Hadsell (Yam); 4. Jason Fink (Kaw); 5. Jarrett Tipping (Suz).
**125 B:** 1. Ben Riddle (Kaw); 2. Kyle Farnell (Suz); 3. Troy Adams (Suz); 4. Shane Bartholf (Kaw); 5. Matt Johnson (Yam).
**125 C:** 1. Jerry Jackson (Kaw); 2. Jacob Saylor (Kaw); 3. Ronnie Monk (Yam); 4. Derek Keyes (Hon); 4. Pat Manning (Yam).
**250 A:** 1. Anthony Pocorobba (Suz); 2. Jarrett Tipping (Suz); 3. Tyson Hadsell (Yam); 4. Josh Sweat (Yam); 5. Pat Barton (Suz).
**250 B:** 1. Kyle Farnell (Suz); 2. Ben Riddle (Kaw); 3. Clint Shealy (Kaw); 4. Tom Parsons (Yam); 5. Steve Dumond (Suz).
**250 C:** 1. Nathan Davenport (Kaw); 2. Alexis Andreu (Kaw); 3. Dan Curry (Suz); 4. Lucas Krick (Hon); 5. Jason Baker (Yam).
**25+:** 1. Barry Carsten (Suz); 2. Pat Barton (Suz); 3. Austin Squires (Suz); 4. Matt Crown (Kaw); 5. Kevin Lampe (Suz).
**30+:** 1. Pat Barton (Suz); 2. John Lundy (Suz); 3. Matt Crown (Kaw); 4. Mark Beamer (Suz); 5. Steve Dumond (Suz).
**35+:** 1. John Lundy (Suz); 2. Davis Ellis (Hon); 3. David Bowman (Suz); 4. Chet Milito (Yam); 5. Kevin Wilson (Suz).
**40+:** 1. David Ellis (Hon); 2. David Bowman (Suz); 3. Jerry Sales (Yam); 4. Gary Peak (Yam); 5. Barry Mayo (Suz).
**4-STRK:** 1. Justin Brusseau (Yam); 2. Steve Rush (Yam).
**125 PRO:** 1. Tony Lorusso (Suz); 2. Barry Carsten (Suz); 3. Paul Currie (Suz); 4. Anthony Pocorobba (Suz); 5. Jarrett Tipping (Suz).
**250 PRO:** 1. Paul Currie (Suz); 2. Anthony Pocorobba (Suz); 3. Tony Lorusso (Suz); 4. Keith Johnson (Yam); 5. Barry Carsten (Suz).

**Tony Lorusso (125) grabs the holeshot in 125cc Pro moto-two action during round four of the Florida Winter MX Series.**

AMX North/South Shootout Series, Round 2

# Collett collects Ocotillo MX

By Johnny Whiteboots

ELOY, AZ, JAN. 17

The action proved to be hot and heavy at Southern Arizona's Ocotillo Raceway for round two of the AMX North/South Shootout Series, where Justin Collett used the opportunity to grab top honors in 250cc Novice competition.

With contingency money on the line, the best 250cc Novice racers from around the state squared off to see who is fastest. Out of the first turn, it was the Honda of Cochise Motorsports' Ron Sandlin with the lead, chased by Chris Lay, Lupe Aguayo, Danny Shealy and the rest of the tightly grouped field. Sandlin led the pack until they reached the back, where Lay dived under and pushed Sandlin to the outside to make the pass and assume the lead.

On lap two, Collett moved from his midpack start into the sixth position, behind Timmy Westhafer. Also on the move forward was Scott Rich, who was advancing a couple of positions each lap after a terrible start. Sandlin began to fade by lap three, allowing Aguayo to pass coming into the whoop section and Shealy to pass on the way out.

"I've been going to the dunes," Sandlin explained. "This is my first time on a track in almost two years."

Collett's charge through the field put him ahead of Sandlin at the start of lap four, with Westhafer and Rich following him, relegating Sandlin to seventh. Shealy worked hard on lap four as well to pass Aguayo and claim third. He caught and passed first Aguayo and then Shealy during lap four.

Meanwhile, Lay was out front with a three-second lead at the start of the white-flag lap. At the finish, it was Lay; Collett held down second and a hard-charging Shealy secured third. Aguayo moved backward but still held on to fourth, in front of Westhafer and Rich.

The second moto for 250cc Novice racers saw Shealy's KX come out of the first turn with the lead and with Lay hot on his heels, followed by Sandlin, Westhafer and Collett. As Aguayo was making his way through the whoops, he bobbled and suffered a bad get-off, knocking himself incoherent, which caused track officials to throw the red flag to facilitate getting Aguayo off the track.

As the rest of the racers realigned themselves at the gate, Aguayo got up under his own power, to the cheers of the large crowd in the grandstands, and made his way back to the start line to get back in the moto. He remounted just in time to grab a handful of throttle as the gate dropped. Sandlin found himself again with the lead out of the first turn. Westhafer was in second, followed by Lay, Collett, Shealy and the rest of the pack. Collett made his move into third by passing Lay before the finish line to start lap two. Collett found himself with the lead on lap three after Westhafer's bike broke and Sandlin pulled off the track to let his rock-hard forearms relax.

On the last lap, Collett held a slim lead over the tight group of Lay, Shealy and Rich, each battling to pass the rider in front of them. At the checkers, however, the order remained unchanged, and Collett collected the overall. Lay claimed the second-place trophy, Shealy held on for third and Rich went 6-4 for fourth overall. CN

**Ocotillo Motocross**
**Eloy, Arizona**
**Results: January 17, 1999 (Round 2)**

**50 BEG:** 1. Brandon Coble (KTM); 2. Katie Miller (Yam); 3. Jacob Aguilar (Hon); 4. Ryan Wells (Suz).
**50 JR:** 1. Michael McCallum (Act); 2. Jacqueline Strong (Lem); 3. Spencer Robert (Cob); 4. Kyle Henry (KTM); 5. Rachael Benge (KTM).
**50 (0-6):** 1. Cole Martinez (Cob).
**50 (7-8):** 1. Tyler McHugh (KTM); 2. Paul DeSoto (KTM); 3. Kristin Ganis (KTM).
**50 OPEN:** 1. Curtis Smith (Yam).
**60 BEG:** 1. Steve Walker (KTM); 2. Taylor Robert (Kaw); 3. Sami Richardson (Kaw); 4. Mitch Wise (Kaw); 5. Chad McHugh (Kaw).
**60 (0-8):** 1. Rhett Urseth (Kaw).
**60 (9-11):** 1. Cory Huddleston (Kaw); 2. Karl Orr (Kaw); 3. Brandon Carlson (Kaw).
**60 OPEN:** 1. Rhett Urseth (Kaw); 2. Karl Orr (Kaw); 3. Steve Walker (KTM); 4. Brandon Carlson (Kaw); 5. Mitch Wise (Kaw).
**80 BEG:** 1. Cory Hatch (Kaw); 2. Adam Richardson (Yam); 3. Ryan Blan (Yam); 4. Michael Falls (Yam); 5. Ryan Harel (Kaw).
**80 (9-11):** 1. Dennis Jonon (Kaw); 2. Tyler Johnson (Suz); 3. Nick Riley (Yam).
**80 (12-13):** 1. Chris Chevrette (Suz); 2. Jake Alexander (Kaw); 3. Mike Beaver (Suz); 4. Cody Huddleston (Suz); 5. Sean Dodge (Yam).

**80 (14-16):** 1. Ryan Wilson (Hon).
**80 OPEN:** 1. Dennis Jonon (Kaw); 2. Chris Chevrette (Suz); 3. Jake Alexander (Kaw); 4. Eric Ramirez (Hon); 5. Nick Riley (Yam).
**WMN:** 1. Tamra Madden (Kaw); 2. Tarrah Johnson (Yam); 3. Jenny Clark (Yam); 4. Lynsey McDodd (Suz); 5. Penni Cyrus (Suz).
**125 BEG:** 1. Joshua Reed (Yam); 2. Kirk Dent (Yam); 3. James Straub (Hon); 4. D.J. Bice (Hon); 5. Mike Beaver (Suz).
**125 NOV:** 1. Jason McTygue (Yam); 2. John Janssen (Yam); 3. Lupe Aguayo (Yam); 4. Adam Bode (Yam); 5. Paul Burger Jr. (Yam).
**125 INT:** 1. John Mazur (Suz); 2. Andy Clark (Yam); 3. Jason Burt (Kaw); 4. Ryan Mazura (Yam); 5. Colter Anderson (Yam).
**250 BEG:** 1. David Jensen (Kaw); 2. Brian Behan (Yam); 3. Jesse Attaway (Yam); 4. Robert Young (Suz); 5. Russell Hacker (Suz).
**250 NOV:** 1. Justin Collett (Kaw); 2. Chris Lay (Suz); 3. Danny Shealy (Kaw); 4. Scott Rich (Hon); 5. Steve McFerrin (Kaw).
**250 INT:** 1. Chad Scholz (Kaw); 2. John Mazur (Suz); 3. Chris Lindhurst (Hon).
**PRO:** 1. Justin McMurrich (Hon); 2. Rick Nagle (Kaw); 3. Ray Penski (Hon); 4. Ryan Mortensen (Yam).
**25+ VET NOV:** 1. Heath Cox (Hon); 2. Troy Lang (Hon); 3. Jeff Parr (Kaw); 4. Brent White (Kaw); 5. Kenny Porter (Hon).
**30+ BEG:** 1. Jimmy Gunderson (Yam); 2. Kip Dent (Hon); 3. Stephen Benge (Suz); 4. Dan Kelly (Kaw); 5. Michel Norman.
**30+ NOV:** 1. Mike Lynch (Kaw); 2. Todd Smith (Yam); 3. T. Carlson (Kaw); 4. Richard Miller (Kaw); 5. Todd McCallum (Hon).
**30+ INT:** 1. Mark Mortensen (Yam); 2. Rich Schauwecker (Yam); 3. Tom Franz (Hon); 4. Steve McFerrin (Kaw); 5. Scott Hollenbeak (Hon).
**25+ PRO:** 1. Justin McMurrich (Hon).
**30+ PRO:** 1. Rick Nagle (Kaw); 2. Todd McRee (Kaw).
**40+ MSTR:** 1. Tom Franz (Hon).
**OPEN:** 1. Scott Davis (Hon); 2. Danny Shealy (Kaw); 3. Brian Smith (Kaw); 4. Greg Brydle (Yam); 5. Kenny Porter (Hon).

**STTARS Super TT American Racing Series Round 1**

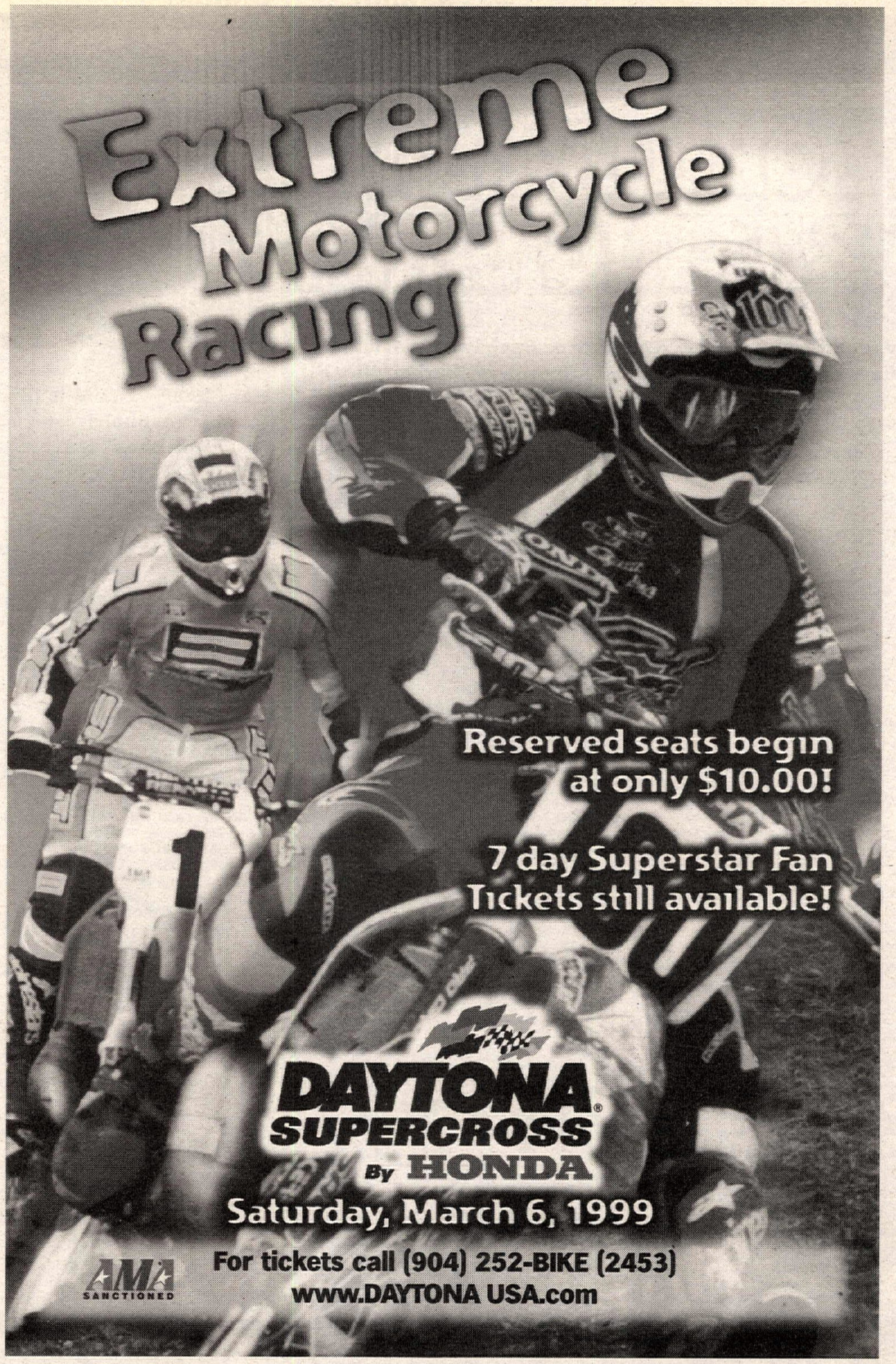
# Canet dominates

ROSAMOND, CA, JAN. 23-34

Don Canet celebrated his 37th birthday in fine style by posting a pair of podium finishes in round one of the newly formed Super TT American Racing Series - STTARS - at the Streets of Willow Springs. Canet, the series founder, rode Eddie Lawson's personal Husqvarna 610 to the win in the Super TT Premier class, then rode a White Brothers Yamaha WR400F to second place in the Super TT Middleweight race.

Super TT racing returned to the Streets of Willow for the first time since the inaugural "Return of the Superbikers" event held in June 1997. Since then, the road course was lengthened a bit, and the dirt section was shortened to eliminate the gnarly, high-speed downhill and dirt chicane used last time. Running in the opposite direction from the CMRRA road race classes with which STTARS shared the weekend, the Super TT bikes were routed through a pavement chicane on the main straight that kept the dirt-based machines from running out of gearing. Aside from a few complaints about rocks and dust, the riders enjoyed the layout immensely. The dirt section was in much better shape than at the '97 event, and it will be further improved prior to the next two dates scheduled for the venue later this season.

The 1999 Super TT season got under way on Saturday afternoon with the Knobbies Only class, won by Honda CR500-mounted Rick Pearce after a close battle with former AMA 500cc Motocross Champion Chuck Sun on a Husaberg 501. Pearce returned on Sunday to win the Super TT Premier heat race, but he did not have as much luck in the main event. He fell after tangling with reigning AMA 250cc Grand Prix Champion Roland Sands, who tucked the front end of his ATK DT600 in a third-gear sweeper.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| Sunday, February 28 | Volusia Speedway, Barberville, FL - "Hot Shoe" - 1/2 Mile (Dirt) |
| Thursday, March 4 | Volusia Speedway, Barberville, FL - 1/2 Mile (Asphalt) |
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Sun got the holeshot at the start of the Super TT Premier main, but Canet immediately took the lead with an outside pass in the tight infield esses. Both riders then rode masterfully, road racer Canet backing it into corners on the brakes to stretch out his lead on the asphalt, motocrosser Sun making up the deficit with good drives up the hill in the dirt. On the final lap, Sun got a wheel on Canet over the ski jump, but Canet retook the lead as the pair returned to the asphalt and held the lead to the checkered flag.

"Now, that was fun!" beamed Canet afterward. "This was my first ride on a competitive Open bike in a year. I've been riding a Yamaha WR400 in the Premier class and getting smoked on the straights. Eddie Lawson couldn't be here this weekend, but I'd like to thank him for loaning me his Husky."

The race for third was no less exciting, as Husqvarna-mounted Antonio Nunez edged MuZ Mastiff-mounted Mark Cernicky for the final podium spot. Jerry Evans picked up his Honda CR500 from a first-turn get-off to finish a fine fifth in the 18-rider field.

Another good battle took place in the Super TT Middleweight main, with Honda CR250-mounted Cernicky grabbing the early lead, hotly pursued by Canet, Sands and dirt tracker Don Howard.

Sands was the first to exit the skirmish as he survived a lurid front-end slide entering the chicane and was forced to retire due to a flat tire on his Yamaha YZ250.

Cernicky led for four laps but slipped back to third after experiencing a few frightening front-end slides of his own. Canet and Howard carried the fight to the finish, with Howard putting his Suzuki RM250 into the lead over the jump and holding the top spot to the stripe. Canet finished a close second, with Cernicky third.

The Sportsman class (for bikes with stock 21-inch front wheels) was run concurrently, and Honda CR250-mounted Kay Vetter took the win after passing KTM 620-mounted Carl Blake on the final lap.

Round two of the 10-event 1999 STTARS Championship will be held at Buttonwillow Raceway Park on February 28. CN

**Willow Springs Raceway**
**Rosamond, California**
**Results: January 23-24, 1999 (Round 1)**

**S/TT PREM:** 1. Don Canet (Hus); 2. Chuck Sun (Hbg); 3. Antonio Nunez (Hus); 4. Mark Cernicky (MuZ); 5. Jerry Evans (Hon); 6. A.J. Herrera (ATK); 7. Carl Blake (Hbg); 8. Neil Parmer (Yam); 9. Kay Vetter (Hon); 10. Kirk Feyerbend (Hbg).

**S/TT M/W:** 1. Don Howard (Suz); 2. Don Canet (Yam); 3. Mark Cernicky (Hon); 4. Pip Hancox (Yam); 5. Jason Camp (Hon).

**SPTSMN:** 1. Kay Vetter (Hon); 2. Carl Blake (KTM); 3. Neil Parmer (Yam); 4. Ben Morse (ATK); 5. Stuart Stratton (Hon).

**KNBY:** 1. Rick Pearce (Hon); 2. Chuck Sun (Hbg); 3. Kay Vetter (Hon); 4. Neil Parmer (Yam); 5. Kenny Kopecky (Kaw).

## Solis solos at Streets of Willow

**By Leif Fleming**

ROSAMOND, CA, JAN. 24
Ben Solis posted back-to-back victories, winning the overall in the Expert 80cc class, at the CMRRA season opener at the Streets of Willow Springs. Solis literally swept the dust off the track, fending off second overall Pat Williams and third finisher Mitch Weisberg.

Solis continued his winning streak in the 125cc class, taking the overall with a convincing win in the second heat after Weisberg claimed a first-heat win with a great last-lap maneuver through turns four, five and six. Michael Chou was third on the podium after a tight race with the pack.

Tom Crawford led the charge in the Expert Formula 50 division until he succumbed to engine failure. The gap was quickly filled by Ben

Morse, Greg Groce and Jason Takamoto, all fighting tooth and nail for top honors and finishing in that order overall.

The Expert Stock class was dominated by Ryoichi Takao, winning both sprints ahead of Solis and Tommy Kosaka, who rounded out the top three. Jon Bottcher finished just off the box.

**Results**

80 EX: 1. Ben Solis; 2. Pat Williams; 3. Mitch Weisberg.

125 EX: 1. Ben Solis (Hon); 2. Mitch Weisberg (Hon); 3. Michael Chou (Hon).

F-50: 1. Ben Morse (Hon); 2. Greg Groce (Yam); 3. Jason Takamoto (Yam).

EX STK: 1. Ryoichi Takao; 2. Ben Solis; 3. Tommy Kosaka.

## Cummins gets it at REM Glen Helen Motocross

**By Rocky Hash**

SAN BERNARDINO, CA, JAN. 30

Robert Cummins used the time-proven formula of good starts and consistent riding to take home the overall victory in the always-intense 250cc Beginner class during Racing Enterprises Motorsports' weekly Saturday Glen Helen Motocross.

When things got under way in the first moto, it was the Kawasaki of Nathan Roberts out front with the holeshot. Next came Cummins in second, while Gary Meloney held down third. Honda rider Levi Brand positioned himself in fourth, and Mike Meloney was fifth as the pack came through the scoring section on lap one.

Cummins was wasting no time, as he dispatched Roberts on the second lap and took over the lead. Brand was also moving up, as he passed Gary Meloney to take over third and was soon in Roberts' shadow. Cummins stayed clear of the skirmish behind him, as he opened up a three-second lead. Brand and Roberts went at it furiously for three laps, and though Brand made many attempts to pass, he could make none stick.

Another racer on the move was Greg Meloney, who pushed his CR250 all the way up to fourth by the halfway mark and was looking for a way around Brand for the third spot.

When the white flag came out, it was Cummins sailing out front with a five-second lead. Roberts had settled comfortably in second, while Greg Meloney was applying pressure to Brand for the third spot. At the checkers, it was Cummins taking the moto win and Roberts riding in for second. Greg Meloney was able to make a last-lap pass for the third spot in the back section of the course, and he took the position away from Brand.

Cummins grabbed the holeshot in moto two as Roberts settled for the second spot. Mike Meloney again gated well, and he held down third. Greg Meloney was fourth and Brand fifth at the end of lap one.

Cummins took advantage of the clear track in front of him and he opened up a three-second lead over the first three laps. Roberts appeared to take the first half of the moto to get sorted out, but just after the halfway mark he began to cut into Cummins' lead.

Meanwhile, Greg Meloney had managed to put the pass on his brother Mike to take over the third position. As the moto wore on, Roberts was able to move up slightly on Cummins, but the Honda pilot held steady with the lead. When the checkered flag came out, it was Cummins taking the moto win to complete his perfect day. Roberts was again second, while Greg Meloney rode in for third.

**Results**

80 NOV: 1. Kyle Foltz (Kaw); 2. Chuck Udeh (Hon); 3. Maxwell Eure (Hon); 4. Ace Eure (Hon); 5. Mike Fowler (Hon).

80 INT: 1. Emeka Udeh (Hon); 2. Brian Luce (Kaw); 3. Kyle Frye (Suz).

125 BEG: 1. Brian Pappalardo (Yam); 2. Chad Baer (Yam); 3. Jeremiah Gladhill (Kaw).

125 NOV: 1. Darry McKenna (Yam); 2. Jeremy Murphy (Suz); 3. Joel Murphy (Suz).

250 BEG: 1. Robert Cummins (Yam); 2. Nathan Roberts (Kaw); 3. Greg Meloney (Hon); 4. Mike Meloney (Hon); 5. Levi Brand (Hon).

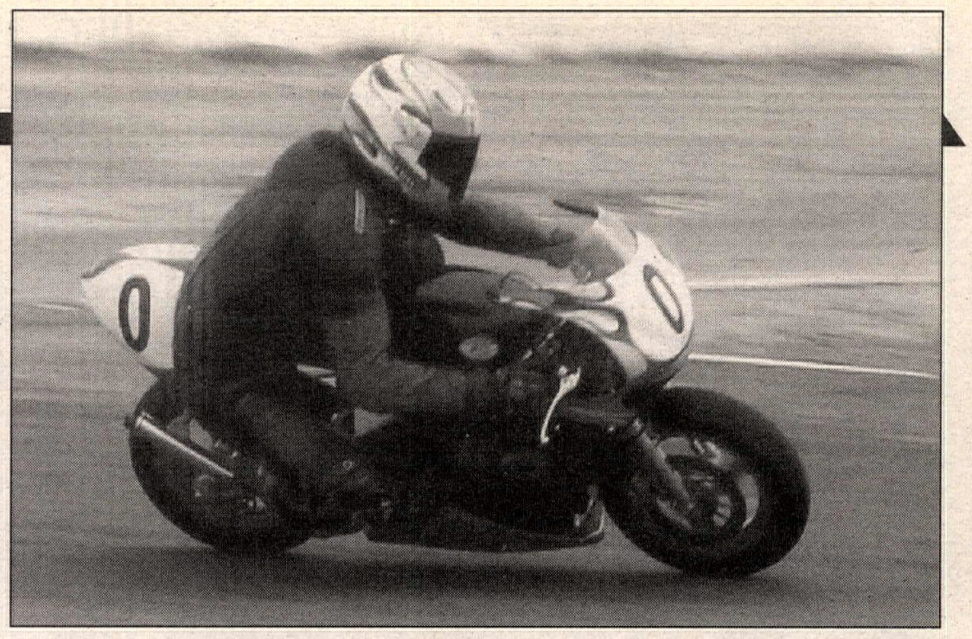
250 NOV: 1. Brian Stoner (KTM); 2. Mark Oldroyd (Hon); 3. Ichiro Nakaya (Suz).

25+ NOV: 1. Mike Wyrick (Hon); 2. David Gladhill (Yam); 3. Bill Georgi (Hon).

PRO: 1. Nick Wey (Kaw); 2. Willy Musgrave (TM); 3. Darrell Koop (Kaw); 3. Jacob Broberg (KTM); 3. Jerry Black (Yam).

40+ NOV: 1. Jeff Newman (Yam); 2. Tim Williams (Kaw); 3. Mike Cass (Kaw).

40+ INT: 1. Willy Haney (Suz); 2. Jeffrey Arzouman (Yam); 3. Scott Mays (KTM); 4. Randy Skinner (Suz); 5. Michael Rigdon (Yam).



**Ben Solis won the 80cc and 125cc Expert classes at the CMRRA season opener at Streets of Willow Springs.**

40+ EX: 1. Dennis Boulware (Yam); 2. Mark Hall (Yam); 3. Pete Vetrano (TM); 4. Dan Stoner (KTM); 5. Dennis McAdam (Suz).

40+ MSTR: 1. Rich Eierstedt (Hon); 2. Michael Preston (Kaw); 3. Ron Lawson (Kaw); 4. Mark Crosby (Kaw); 5. George Kohler (Suz).

50+ NOV: 1. John Flanders (Hon); 2. Gerald Murphy (Hon); 3. John Webb (Hon).

50+ INT: 1. Hank Owen (Hon); 2. Gabe Gutierrez (Yam); 3. Buzz Moeller (Yam).

50+ MSTR: 1. Jody Weisel (Kaw); 2. Horst Leitner (Yam); 3. Bengt Johansson (Yam); 4. Ray Pisarski (Hon); 5. George Spearing (Kaw).

VET BEG: 1. Jim Gladhill (Yam); 2. Dave Hickerson (Suz); 3. Brian Scalzo (Yam); 4. Becky Kukla (Kaw); 5. Brian Scott (Kaw).

VET NOV: 1. Dirk Davidow (Kaw); 2. Denny Davidow (Kaw); 3. Keith Stoner (KTM).

VET INT: 1. Donnie DeArman (Kaw); 2. Kevin Hanrahan (Hon); 3. Gary Harada (Kaw); 4. Brad Diez (Yam); 5, Rocky Hash (Hon).

## Rettke invades the ranks at Fort Hood Hare Scrambles

**By Chris Bailey**

FORT HOOD, TX, JAN. 17

By taking the surprise overall win, Australian transplant Peter Rettke served notice at the opening round of the 1999 AMA Texas Championship Hare Scrambles Series that things are about to change. Rettke nailed the dead-engine start and quickly moved into the lead of the 24-rider AA class.

Racing heated up quickly as Kawasaki-mounted Matt Chapa kept the pressure on Rettke until Chapa developed mechanical problems and had to let go. With Chapa gone, reigning AA champion Clifford Goertz stepped in to claim the number-two spot.

Rettke pulled clear and enjoyed a 30-second lead through the second lap. Yamaha-mounted Goertz was soon enveloped in a battle of his own, as 1998 ISDE rider Lynn Bailey charged through the pack after a miserable start. Goertz and Bailey gave the spectators an excellent show, trading paint and positions several times before Goertz pulled in to refuel.

While Bailey was making repairs to his damaged handguard after a crash in the rocks, Goertz reclaimed second place and set sail for the leader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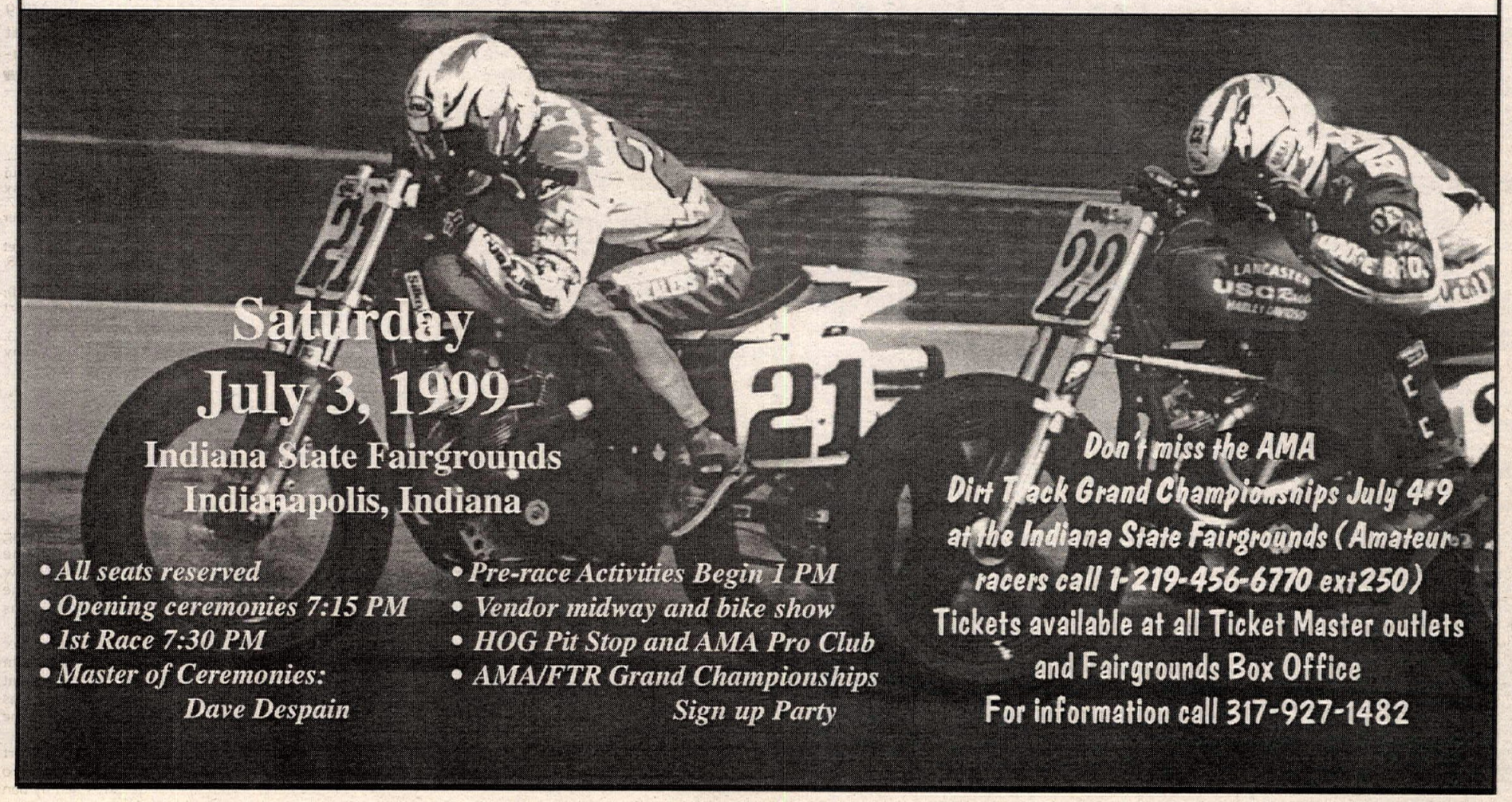

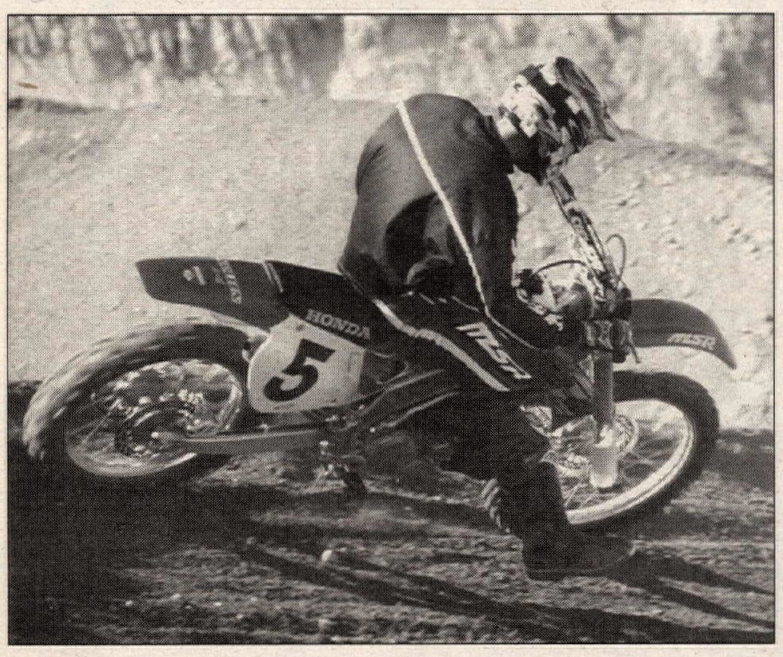

Dustin Evans topped the 250cc Pro class during California Racing Club race action at Los Angeles County Raceway.

with two laps to go. Goertz put on the afterburners and ran down Rettke, but he was unable to pull the trigger at the checkers and had to settle for second. Bailey rounded out the top three overall at the completion of two hours of racing.

The Fort Hood Dirt Riders' very own Greg Woodward nailed down the overall B trophy by cruising to a one-minute victory on the 9-mile course. KTM rider Joseph Jones showed up and ran off with the overall C-class honors over David Turnage in the 45-rider Open C class. Cherie Lara took home the Women's-class victory, over Laura Grice. Reigning 60cc champion Chris Jesperson proved that he was still the main man by winning the 45-minute 60cc race.

The battle of the day came in the 80cc class, as cousins Jason Jones and Martin Howell slammed through the checkered flag, with Jones getting the nod for third place. When asked about the incident, Howell responded, "It's gonna be a long ride home."

### Results

O/A A: Peter Rettke (KTM).
O/A B: Greg Woodward (KTM).
O/A C: Joseph Jones (KTM).
AA: 1. Clifford Goertz (Yam); 2. Lynn Bailey (Hon); 3. Cody Potts (Hon).
50: 1. Noah Laymance (KTM); 2. Cameron Ishmael (KTM); 3. Kyle Owens (KTM).
60: 1. Chris Jesperson (Kaw); 2. Austin Jones (Kaw); 3. Jamie Whitmire (Yam).
80: 1. Daniel Bucher (Kaw); 2. Kinney Voet (Mon); 3. Jason Jones (Kaw); 4. Martin Howell (Kaw).
200 A: 1. Brian Johnson (Hon); 2. Darren Porter (KTM); 3. Kevin Kopp (KTM).
200 B: 1. Nathan Goertz (Yam); 2. Nathan Frerich (Suz); 3. Mark Cloud (Kaw).
200 C: 1. Thomas James (Suz); 2. Jeremy Schleget (Yam); 3. David Howell (KTM).
250/OPEN A: 1. Brian Cecil (Kaw); 2. Brian Canion (KTM); 3. Troy Barrows (Hon).
250/OPEN B: 1. Michael Carlton (Hon); 2. Mark Black (Hon); 3. Doug Walter (Hon).
OPEN C: 1. David Turnage (Kaw); 2. Jerry Payne (Kaw); 3. Harvey Davis (Kaw).
30+ A: 1. Lee Upton (Kaw); 2. King Tieken (Yam) 3. Tom Senesac (Yam).
30+ B: 1. Joe Walton (Hon); 2. James Rathmann (Kaw); 3. Ace Burt (Kaw).
30+ C: 1. Jeff Hardin (Kaw); 2. Randall Fowler (Kaw); 3. Rich Price (Kaw).
40+ A: 1. Brian Graver (Suz); 2. Dan Aitken (Yam); 3. Rick Pitman (Hon).
40+ B: 1. Darrel Conner (Hon); 2. Scott Winn (Kaw); 3. John Carlton (Hon).
40+ C: 1. Paul Harris (KTM); 2. Bobby Lewallen (Hon); 3. Michael Reaves (KTM).
50+ A: 1. Billy Click (Hon); 2. Bill Fleming (KTM); 3. Jerry Boren (Yam).
4-STRK A: 1. Greg Howard (Yam); 2. John Meskey (Yam); 3. Rusty Gourley (Hon).
4-STRK B: 1. James Dickey (Hon); 2. Lee Jordan (Hon); 3. Sean Knaack (Hon).
SPTSMN: 1. Lance Haley (KTM); 2. Roger Bailey (Hon); 3. Stephen Griner (KTM).
JR BOYS: 1. John Wade (Suz); 2. Chris Ziegler (Hon).
WMN: 1. Cherie Lara (Kaw); 2. Laura Grice (Kaw); 3. Gayle Culpepper (KTM).

## Evans, Hopkins haul at LACR Motocross

**By Greg Robertson**

PALMDALE, CA, JAN. 24

Dustin Evans proved to be the fastest rider on the day, as he swept both motos of 250cc Pro-class action, while Joe Hopkins split moto wins with Robbie Dunham to emerge the 250cc Intermediate-class winner at Los Angeles County Raceway during California Racing Club's Sunday motocross.

Yamaha-mounted Tony Sulek led the first 250cc Pro moto charge for a couple of laps before Evans was able to work his way up into the top spot. Sulek went down and dropped to the back of the pack, handing second place to Hirabica Jindrich, who was being chased by D.J. Sweany. Evans continued on to collect the moto win over Sweany and Jindrich.

The second moto was all Evans, as he led every lap on his B&B Cycles/MSR-sponsored CR250 to take home the first-place money. Sulek held down second for most of the moto before experiencing problems and recording a DNF. Jan Zhremba overcame a last-place start to put a last-lap pass on Jindrich to finish in second place. Jindrich's 2-3 score earned the second-place payback over the 3-4 of Sweany.

Dunham went wire to wire for the 250cc Intermediate first-moto win, with Hopkins a close second. Jimmy Roberts held off Chris Thompson for third, with Chris Reed coming across in fifth.

Hopkins got the advantage off the second-moto start, ahead of Roberts and Dunham. Thompson passed both Roberts and Dunham by lap two but could not find a way around Hopkins and had to settle for the runner-up finish. Dunham's third-place ride was good enough for the second-place trophy, beating out the 3-4 of Roberts.

Thompson returned to take the 125cc Intermediate first-moto win aboard his RM125, ahead of Joel Nelson and Brent Gilliam.

Thompson absconded with the holeshot in the second moto and never looked back as he continued on to dominate the field with a 1-1 day. Nelson brought his Yamaha in for another second-place finish, over Matt Armstrong, who went 6-3 to top the 5-5 of Chris Elliott for third overall.

### Results

P/W BEG: 1. Chance Lippie (KTM); 2. Brandon Colbert (KTM); 3. Bryan Howells (KTM); 4. Chandler Quimette (KTM).
P/W YAM STK: 1. Nickolus Legg (Suz); 2. Michael Aranda (Yam).
P/W 80: 1. Brandi Hares (Yam).
S/P/W (4-6): 1. Chris Deeds (KTM); 2. Keith Robinson (Cob).
S/P/W (7-11): 1. Chase Lippie (KTM).
60 BEG: 1. Christian Melhorn (Kaw); 2. Ken Slater Jr. (KTM); 3. Maximillian Alatore (Kaw); 4. Tony Nataro (Kaw).
60 (4-8): 1. Shawn Butler (Kaw); 2. Tanner Langham (Kaw); 3. David Medina (Kaw); 4. Garrett Lilly (KTM).
60 (9-11): 1. Casey Logan (Kaw); 2. Doug Carter (Kaw); 3. Preston Lundin (Kaw); 4. Tyler Krasel (Kaw); 5. Zach Williams (Kaw).
80 BEG: 1. Matt Elliott (Hon); 2. Dan Colbert (Yam); 3. Corey Krasel (Hon); 4. Richard Marchant (Yam); 5. Justin Hilligan (Yam).
80 (7-11): 1. Dave Carter (Kaw); 2. Garrett Norr (Suz).
80 (12-13): 1. C.J. Mahon (Yam); 2. Blake Margheim (Yam); 3. Mitchell Alsobrook (Kaw); 4. Darin Chisholm (Yam).
80 (14-16): 1. Chris Norr (Hon); 2. Ryan Riess (Yam); 3. Adam Gragg (Yam); 4. Sam Scanlon (Hon); 5. Casey Dean.
B/W: 1. Bobby Steffan (Kaw); 2. Louie Santiago (Hon); 3. Mike Epstein (Yam); 4. Marcus Enriquez (Hon).
125 BEG: 1. Corey Murphy (Hon); 2. Todd Eide (Yam); 3. Brian Kraney (Yam); 4. Kit Kunath (Yam); 5. Mike McAlpin (Hon).
125 NOV: 1. Jared Williams (Yam); 2. Chad Frank (Yam); 3. Gerard Patin (Yam); 4. Donnie Weber (Kaw); 5. Bobby Schuler (Yam).
125 INT: 1. Chris Thompson (Suz); 2. Joel Nelson (Yam); 3. Matt Armstrong (Yam); 4. Chris Elliott (Yam); 5. Brent Gilliam (Yam).
125 PRO: 1. Jan Zhremba (Suz).
250 BEG: 1. Flemming Larson (Kaw); 2. Neil Chisholm (Hon); 3. Robert Young (Yam); 4. Bryan Ward (Hon).
250 NOV: 1. Justin Eide (Yam); 2. Damon Podolny (Yam).
250 INT: 1. Joe Hopkins (Suz); 2. Robbie Dunham (Yam); 3. Chris Thompson (Suz); 4. Jimmy Roberts (Hon); 5. Chris Reed (Kaw).
250 PRO: 1. Dustin Evans (Hon); 2. Hirabica Jindrich (Suz); 3. D.J. Sweany (Yam); 4. Jan Zhremba (Suz); 5. Tony Sulek (Yam).
500 NOV: 1. Tyson Tittlemier (Hon).
500 PRO: 1. Edwardo Flippo (KTM); 2. Norm Schiel (Hon).
JR VET BEG: 1. Myan Sparraretti (Yam); 2. Cecil Avery (Suz); 3. Troy Robinson (Hon).
JR VET NOV: 1. Damon Podolny (Yam); 2. Pasha Afshar (Yam); 3. Dal Trubey (Kaw); 4. Shy Moshe (Suz).
JR VET INT: 1. Chris Reed (Kaw); 2. Robbie Dunham (Yam).
JR VET EX: 1. Hirabica Jindrich (Suz); 2. Jan Zhremba (Suz).
VET BEG: 1. Steve Devol (Suz); 2. Matt McColm (Yam); 3. Nick Dally (Suz); 4. Mike Justus (Yam); 5. Kevin Bergamasco (Yam).
VET NOV: 1. Pasha Afshar (Yam); 2. David Williams (Hon); 3. Ray Ritzler (Kaw); 4. Steve Norr (Hon); 5. Shy Moshe (Suz).
VET INT: 1. Vincent Baioni (Suz); 2. Mike Licitra (Kaw); 3. Darren Staffer (Hon).
VET EX-PRO: 1. Joe Hopkins (Suz); 2. Jimmy Roberts (Hon).
SR NOV: 1. Ken Slater (Kaw); 2. Terry Sabadin (Yam); 3. Rick Bohannan (Kaw); 4. Michael Burnett (Yam); 5. Kenny Kopecky (Kaw).
SR AM: 1. Bob Tocco (Kaw); 2. Tony Schuler (Yam); 3. Mark Hesse (Yam); 4. Bob Dunham (Yam); 5. Steve Norr (Hon).
SR EX: 1. Edward Flippo (KTM); 2. Willie Kennedy (Hon); 3. John Ferro (Hon); 4. Norm Schiel (Hon).
O/T JR VET: 1. Mark Horton (Yam).
O/T NOV: 1. John Flanders (Hon); 2. Vance Johnston (Yam); 3. Steve Popjoy (Kaw); 4. Bill Lyons (Kaw); 5. Dave Rutledge (Hon).
O/T AM: 1. Charles Howell (Yam); 2. Jeff Hawthorne (Suz); 3. Steve Davison (Hon); 4. Jeff Peyron (Kaw); 5. Gary Colbert.
O/T EX: 1. Gary Willison (Kaw); 2. Kirk Freeman (Yam); 3. Herbert Allen (Kaw); 4. Scott McDonall (Hon); 5. Larry Williams (Yam).
O/T MSTR A: 1.. Willie Kennedy (Hon); 2. John Ferro (Hon).
O/T MSTR B: 1. Randy Gillespie (Yam); 2. Norm Schiel (Hon).

## Hull sails at Arena-Clash ST

PURCELL, OK, JAN. 22-23

The McClain County Expo building heated up as the fourth and fifth rounds of the 12-round Mountain Dew Arena-Clash Indoor Points Series developed into two exciting nights of full-blown indoor short track at its best. A special Arena-Clash race format was developed for the two-day show, with Friday night's first three finishers in each heat transferring to the first three spots on the front line for Saturday's race. All others had to transfer via a heat race or a semi held on Saturday.

The action started early in the Pee Wee division, as Ryan Rector was planning to make it four wins in a row in the series. He did just that on Friday night, defeating all other Pee Wee contenders for his fourth victory in as many races. The win gave him a pole position for Saturday night's event, which he won as well.

Bret Sowders had a three-point lead going into the weekend's 80cc race, and after two nights of racing he was still the leader, with a nine-point spread.

Jerry Post continued his winning streak in the Open Amateur class, winning on both Friday and Saturday nights. Casey Carpenter took the win in the Mad Dog Mini 150cc/Four-Stroke class on Friday, but he developed a problem on Saturday night, and Jerry Post again prevailed.

Vintage Open bikes thundered into the McClain County Arena, and Tim Newby won on Friday night, but even with his pole position locked for Saturday, he could not hold off Earl Smith during the main.

The race of the weekend came on Saturday night, when 10 main-event qualifiers came to the line. On the pole - having won Friday night's main event - sat Brian Isbell; next to him were A.J. Eslick and Mike Hinds. Clayton Hull was another hot contender who did not make the pole, but he proved to be a threat in the main. The green flag dropped, and after a tangle in turn one, Brandon Cartwright quickly moved up through the 10-rider field. After five laps, Cartwright had worked his way up to the fourth position; the leaders were now Isbell, Hinds, Hull and Cartwright. The race was developing into an awesome main event, with eight laps left. On lap eight, Cartwright got past Hinds; then Hull passed Isbell on lap nine to take the lead. Clayton passed Isbell on the outside in turn four in a "Kenny Roberts" riding style that got the crowd on their feet.

On the final lap, with no time left, Cartwright pulled out all the stops and passed Isbell to take second place, not far from Hull. All 10 riders were on the front straightaway when Hull got the checkered flag.

### Results

**Friday**
50 P/W: 1. Ryan Rector (KTM); 2. Ken McMahan (Yam); 3. Thomas Bean; 4. Austin McMahan.
80 AM: 1. Tommy Washington (Hon); 2. Bret Sowders (Hon); 3. Mark Stubblefield (Suz); 4. Danny Eslick (Kaw).
125 AM: 1. Jeff Bostic (Hon); 2. Bret Sowders (Hon).
150/4-STRK MAD DOG MINI: 1. Casey Carpenter (Hon); 2. Jerry Post (Suz); 3. Mike Bauer (Hon); 4. Ken McMahan (Hon).
250 EX: 1. Tommy Allen (Yam); 2. Ben Brewer (Hon); 3. Bill Walker (Yam); 4. Virgil Gaither (Yam).
OPEN AM: 1. Jerry Post (Yam); 2. Bill Snyder (Bul); 3. Earl Smith (Yam); 4. Jason Walker (Yam).
OPEN VINT: 1. Tim Newby (Yam); 2. Frank Bardaro (BSA); 3. Bill Snyder (Bul); 4. Earl Smith (Yam).
OPEN EX: 1. Brian Isbell (Rtx); 2. A.J. Eslick (Yam); 3. Mike Hinds (ATK); 4. Scottie Deubler (Rtx).
**Saturday**
50 P/W: 1. Ken McMahan (Yam); 2. Austin McMahan (Yam); 3. Thomas Bean (KTM); 4. Koby Barksdale (Itj).
80 AM: 1. Bret Sowders (Hon); 2. Danny Eslick (Kaw); 3. Mark Stubblefield (Hon); 4. Kent Briggs (Kaw).
125 AM: 1. Danny Eslick (Hon); 2. Jared Enright (Yam); 3. Justin Smith (Yam); 4. Bret Sowders (Hon).
250 AM: 1. Jason Walker (Yam); 2. Kevin Ellingsworth (Hon); 3. Randall Gillette (Kaw); 4. Casey Carpenter (Suz).
150/4-STRK MAD DOG MINI: 1. Jerry Post (Suz); 2. Mike Bauer (Hon); 3. Kevin Ellingsworth (Hon); 4. Casey Carpenter (Hon).
250 EX: 1. Tommy Allen (Kaw); 2. Bill Walker (Yam); 3. Ben Brewer (Hon).
OPEN AM: 1. Jerry Post (Yam); 2. Randall Gillette (Yam); 3. Bill Snyder (Hon); 4. Earl Smith (Yam).
OPEN VINT: 1. Earl Smith (Yam); 2. Bill Snyder (Bul); 3. Mitch Hovden (Yam); 4. Virgil Gaither (Yam).
OPEN EX: 1. Clayton Hull (Rtx); 2. Brandon Cartwright (Rtx); 3. Brian Isbell (Rtx); 4. Mike Hinds (ATK).

## DeVries de man at Abbotsford Arenacross

**By Jamie Hellam**

ABBOTSFORD, BC, CANADA, JAN. 16

Round three of the Future West Canadian Arenacross Championship kicked off the new year with a bang as a good turnout of amateur and pro riders showed up at the Abbotsford Agrifair Arena. Defending Canadian Arenacross champ Brett DeVries of Lynden, Washington, stole the show as he went two for two, taking both the 125cc Pro and 250cc Pro classes.

The action got under way with 125cc Pro Qualifier number one. 125cc Pro points leader Darcy Lange would have his work cut out for him, as he got caught in the gate. Abbotsford native and long-jump king Shawn Galbraith went out to the lead and by the last lap looked to have the win in the bag before Kawasaki-mounted Lange made a last-lap pass for the win and top pick on the gate for the 125cc Pro final. Lange was followed into the final by Galbraith, Justin Huska and Franzi Tschurschenthaler.

Qualifier number two saw DeVries cruise to victory, followed by Jimmy Spencer, John Verdonk and Brandon Lloyd.

In 250cc qualifying action, Darcy Lange breezed to an easy win over Justin Huska and John Verdonk, while qualifier number two saw Jimmy Spencer go wire to wire for a win over Brett DeVries and Brian Siegers.

The 125cc Pro main event was one of the craziest races of the year, with nonstop action. Holeshot ace Shawn Galbraith jumped to the lead off the start and collected the first-lap prize money before being passed by 16-year-old Lange. Lange looked to be unbeatable as he pounded through the whoop section lap after lap. Spencer, close behind in second, was being hounded by defending champ DeVries. On lap 10 (of 15), DeVries moved into second, ahead of Spencer, and started to catch Lange. On the ensuing lap, Lange cased the triple, handing the win to DeVries and also dropping to the fourth spot. DeVries took the win, followed by Spencer, Verdonk and Lange.

Lange still holds the points lead, followed closely by DeVries, who is now starting to return to the form he showed this time last season.

The 250cc Pro main saw Kawasaki rider Brian Siegers take the holeshot, followed by Honda rider Justin Huska. Brett DeVries, fresh off his 125cc Pro win, was in hot pursuit. It did not take long before the defending champ was out front, with Lange sitting safely in second. The man on the move was Jimmy Spencer, who slowly worked his way up to a third-place finish behind DeVries and Lange, respectively. With the win, DeVries managed to retain his 250cc Pro points lead over Lange and Spencer.

### Results

125 PRO: 1. Brett DeVries (Yam); 2. Jimmy Spencer (Hon); 3. John Verdonk (Suz); 4. Darcy Lange (Kaw); 5. Shawn Galbraith (Suz).
250 PRO: 1. Brett DeVries (Yam); 2. Darcy Lange (Kaw); 3. Jimmy Spencer (Hon); 4. John Verdonk (Suz); 5. Brian Siegers (Kaw).

## SRAC spotlights 1998 stars

**By Stacy Jensen**

DENVER, CO. JAN. 23

Rocky Mountain riders were honored during a night of surprises and recognition by the Sports Riders Association of Colorado for their 1998 season. More than 700 members and their friends attended the presentations at the Denver Holiday Inn, where dinner, awards, contingencies and displays from local dealers were all part of the fun. More than $40,000 in cash, trophies and other awards were presented to deserving riders and supporters. SRAC's Pro fund was awarded to the top 10 Pros from each division - 125cc, 250cc and Open - by the SRAC board and promoters.

Andrew Short came away with the coveted Rider of the Year Award. Short had year-end finishes of first in the 125cc and 250cc (14-24) classes in the motocross and the supercross series. Short is a favorite star within the SRAC constellation, as he offers encouragement and praise continually to other racers, young and old alike.

Awards were presented to Mark Flesia (Vet), Shawn Smith (Senior), Amy Rogers (Women) and Matt Burris (Mini Rider of the Year).

Longtime SRAC racer John Beavers, who passed away last year, was given the President's Award for outstanding service. The award was accepted by his wife, Patricia, and his son David.

Two $1000 SRAC Burton Vickery Scholarships were awarded to deserving racers. The first went to Doug Samuelson to assist in the

continuation of the history major's college education. Doug currently has a 3.3 grade point average at Fort Hayes State University, and he will be transferring to Colorado State University for the 1999-2000 session. The second recipient was Amy Rogers, who is taking college classes at Metropolitan State College while still attending Kennedy High School in Denver. She is planning to continue at Metropolitan in the field of business management.

All SRAC promoters - who are a valuable part of the organization - were given appreciation awards for their tireless and dedicated service to the sport. The 1998 board members were awarded jackets for their service, and the 1999 board members were introduced. CN

## Results

**Supercross**

50 NOV: 1. Zachary Larson; 2. Andrew Valdez; 3. Ricky LaMontagne; 4. Jacob Musselman; 5. Chance Foley.

P/W NOV: 1. Mike Henderson; 2. Zachary Larson; 3. Andrew Valdez; 4. Nick Vance; 5. Bryce Shondeck.

P/W AM: 1. Trevor Monks; 2. Brady Sharp; 3. Mitchell Carroll; 4. Casey Carroll; 5. Zachary Larson.

MINI NOV: 1. Mitchell Carroll; 2. Ready Layne; 3. Ashley Boham; 4. Ryan Morgan; 5. Nick Achey.

OPEN MINI: 1. Cody Jensen; 2. Jeff Noriega; 3. Matt Burris; 4. Timothy Velasquez; 5. Mitchell Carroll.

MINI AM: 1. Hank Kindell; 2. Remington Way; 3. Brady Sharp; 4. Trevor Monks; 5. Travis Bannister.

MINI EX: 1. Cody Jensen; 2. Matt Burris; 3. Timothy Velasquez; 4. Ethan Bates; 5. Jeff Noriega.

125 NOV: 1. Brandon Thompson; 2. Jason Thompson; 3. Kyle Huttenhow; 4. Chad Strotheide; 5. Brent Howell.

125 NOV: 1. Cody Jensen; 2. Adam Burris; 3. Timothy Velasquez.

125 AM: 1. Logan Darin; 2. Dustin Holman; 3. Brett Schock; 4. Clifton Stroud; 5. Todd Ball.

125 INT: 1. Andrew Short; 2. Mike Royer; 3. Tyler Walker; 4. Kevin Johnson; 5. Kyle Locke.

125 PRO: 1. Jimmy Gaddis; 2. Shawn Morgan; 3. Paul Lindsey; 4. Kenny Bartram; 5. Josh Kellogg.

250 NOV: 1. Aaron Wright; 2. Trent Oney; 3. Mike Thornton; 4. Chris Jones; 5. Travis Brauch.

250 AM: 1. Chuck McCasland; 2. Darrin Gerrie; 3. Joey Hamilton; 4. Jake Rae; 5. Shawn Peterson.

250 INT/SPTSMN: 1. Andrew Short; 2. Mike Royer; 3. Donnie Fetters; 4. Kirk Huff; 5. David Gonzales.

250 PRO: 1. Jimmy Gaddis; 2. Shawn Morgan; 3. Paul Lindsey; 4. Kenny Bartram; 5. Josh Kellogg.

OPEN NOV: 1. Kyle Huttenhow; 2. Mike Thornton; 3. Daniel Curtis; 4. Travis Brauch; 5. Chris Jones.

OPEN AM: 1. Darrin Guerrie; 2. Shawn Peterson; 3. Brett Schock; 4. Jake Rae; 5. Logan Darien.

OPEN INT/SPTSMN: 1. B.B. Carter; 2. Doug Leavitt; 3. Donnie Fetters.

OPEN PRO: 1. Jimmy Gaddis; 2. Keith Campbell; 3. Josh Kellogg; 4. Kenny Bartram; 5. Shawn Morgan.

VET NOV: 1. Donald Jackson; 2. Ron Decker; 3. Daniel Curtis; 4. Rich Volker; 5. Larry Kastner.

VET AM: 1. Darin Guerrie; 2. John Clifford; 3. Dan Jackson; 4. Brett Schock; 5. Bryan Barrett.

VET PRO: 1. Keith Campbell; 2. Paul Lindsey; 3. Darrell Miller; 4. Stacy Ditter; 5. David Clabaugh.

SR NOV: 1. Brian Harger; 2. Mike Thorton; 3. Daniel Curtis; 4. Travis Brauch; 5. Chris Jones.

SR AM: 1. Scott Morrison; 2. Donald Warmuth; 3. Brent Bean; 4. William Osthoff; 5. Ed Overacker.

SR EX: 1. John Old; 2. Dale Evans; 3. Dwight Catalano; 4. Scott Kennett; 5. Michael Kappleman.

S/SR: 1. Melvin Kiel; 2. John Malsom.

WMN NOV: 1. Brenda Dutton; 2. Amy Arnold; 3. Kelly Spring; 4. Kelly Taylor.

WMN AM: 1. Amy Rogers; 2. Tricia May; 3. Glad Limbaugh; 4. Ashley Boham; 5. Brookie Renker.

**Motocross**

50 NOV: 1. Zachary Larson; 2. Shaine Kratko; 3. Ricky LaMontagne; 4. Andrew Valdez; 5. Colter Dimick.

P/W NOV: 1. Brady Price; 2. Jason Toth; 3. Justin Decker; 4. Baret Bachmeier; 5. Quinn Donathan.

P/W AM: 1. Adam Harvey; 2. Shane DeScenzo; 3. Justin Jobe; 4. Ike Jost; 5. Will Gibson.

MINI NOV: 1. Ashley Boham; 2. Ryan Morgan; 3. Nick Vance; 4. Joshua Ledbetter; 5. Dawson DeVries.

OPEN MINI: 1. Jeff Noriega; 2. Brad Alarid; 3. Matt Burris; 4. Hank Kindell; 5. Cody Jensen.

MINI AM: 1. Jeremy Wilson; 2. Jeremy Riddle; 3. Chris Flesia; 4. Ryan Conklin; 5. Adam Harvey.

MINI EX: 1. Matthew Burris; 2. Jeff Noriega; 3. Brad Alarid; 4. Cody Jensen; 5. Chris Phelan.

125 NOV: 1. Brian Wilson; 2. Matt Hahn; 3. Ricky Nishida; 4. Corey Price; 5. Neil Durante.

125 NOV-SPTSMN: 1. Cody Jensen; 2. Adam Burris; 3. Jeremy Wilson; 4. Hank Kindell.

125 AM: 1. Justin Riddle; 2. Michael Nelson; 3. Doug Fell; 4. Timothy Riddle; 5. Marc Henderson.

125 INT/SPTSMN: 1. Andrew Short; 2. Mike Royer; 3. Ryan Nelson; 4. Kyle Locke; 5. Josh Murphy.

125 PRO: 1. Paul Lindsey; 2. Shawn Morgan; 3. Josh Kellogg; 4. Bryan Sabbaugh; 5. John Murray

250 NOV: 1. Corey Lewis; 2. Ian McPherson; 3. Ray Barnard; 4. Delray Bachofer; 5. Robb Sarchet.

250 AM: 1. Don Thompson; 2. Greg Thompson; 3. Robert Hale; 4. Michael Krattli; 5. Preston Bostrom.

250 INT/SPTSMN: 1. Andrew Short; 2. Mike Royer; 3. Ryan Nelson; 4. David Gonzales; 5. Donnie Fetters.

250 PRO: 1. Mark Flesia; 2. Keith Campbell; 3. Paul Lindsey; 4. Wayne Balliett; 5. Shawn Morgan.

OPEN NOV: 1. Bill Porch; 2. Corey Lewis; 3. Matt Hahn; 4. Brian Wilson; 5. David Watson.

OPEN AM: 1. Preston Bostrom; 2. Gregg Thompson; 3. Dee Thompson; 4. Kevin Carbaugh; 5. Greg Glab.

OPEN INT/SPTSMN: 1. Mike Royer; 2. Andrew Short; 3. David Gonzales; 4. Terry Armstrong; 5. Ryan Nelson.

OPEN PRO: 1. Keith Campbell; 2. Wayne Balliett; 3. Shawn Morgan; 4. John Merwin; 5. Jeremy Hinrichs.

VET NOV: 1. Michael Graham; 2. William Porch; 3. Ron Moreland; 4. Brian Hochnadel; 5. Larry Kastner.

VET AM: 1. Scott Hall; 2. Kevin Carbaugh; 3. Rover Peterson; 4. Duke Huffman; 5. Greg Glab.

VET PRO: 1. Mark Flesia; 2. Keith Campbell; 3. John Merwin; 4. Boo Sticher; 5. Jim Eckert.

SR NOV: 1. Richard Fell; 2. Rex Harvey; 3. Edwin Lee; 4. Marty Wild; 5. Mark Boyd.

SR AM: 1. Darrell Walters; 2. William Osthoff; 3. Douglas Hardin; 4. Michael Lee; 5. Brent Bean.

SR EX: 1. Shawn Smith; 2. Monty Don Kyle; 3. Michael Kappleman; 4. Dan Greenwood; 5. Bruce McGrew.

S/SR: 1. Edgar Perriton; 2. John Beavers; 3. James Reimer; 4. Bart Kellogg; 5. Ben Eckhardt.

WMN NOV: 1. Amy Arnold; 2. Rose Bomberg; 3. Violet Lucero; 4. Mary Catland; 5. Carrie Thompson.

WMN AM: 1. Tricia May; 2. Amy Rogers; 3. Brookie Renker; 4. Glad Lumbaugh; 5. Ashley Boham.


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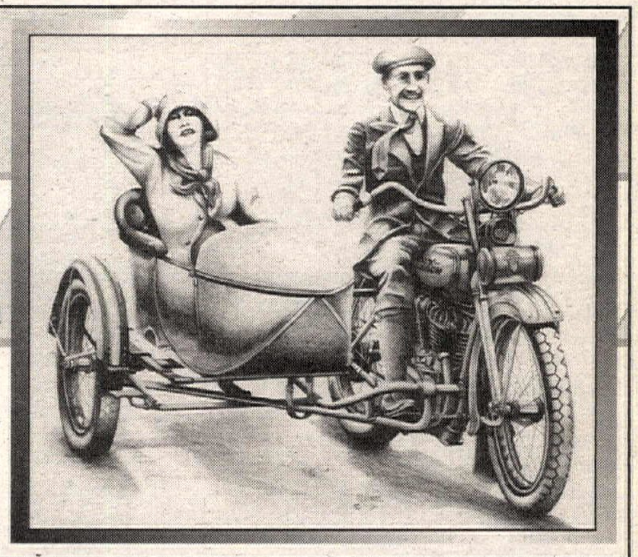

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| | YAMAHA CONTINGENCY | | |

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| Sun. Feb. 14 | GFI Winter Series Round 4 | Hollister Hills GP Track | Hollister, CA |
| Sun. Feb. 21 | GFI Winter Series Round 5 | Oatfield Raceway | Turlock, CA |
| Sun. Mar. 14 | Warm Up | Hollister Hills GP Track | Hollister, CA |
| Sun. Mar. 21 | GFI Spring Series Round 1 | Oatfield Raceway | Turlock, CA |

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| | | | |
|---|---|---|---|
| Sat., Feb. 13 | REM at Glen Helen | | San Bernardino, CA |
| Sat., Feb. 27 | Competition Park<br>Gang Only Race | | San Jacinto, CA |
| Sun., Mar. 7 | Perris Raceway<br>Gang Only Race | | Perris, CA |
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| Sun., Feb 28 | | Hanford, CA | (Central) |
| Sun., Mar 7 | Club Moto, | Livermore, CA | (Northern) |
| Sun., Mar 7 | | Tulare, CA | (Central) |
| Sun., Mar 14 | | La Grange, CA | (Northern) |
| Sun., Mar 14 | | Tulare, CA | (Central) |

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# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### FIM World Championship Road Racing Series

| | |
|---|---|
| 4/18 | Sepang, Malaysia, Rnd 1 |
| 4/25 | Motegi, Japan, Rnd 2 |
| 5/9 | Jerez, Spain, Rnd 3 |
| 5/23 | Paul Ricard, France, Rnd 4 |
| 6/6 | Mũgello, Italy, Rnd 5 |
| 6/20 | Catalunya, Spain, Rnd 6 |
| 6/26 | Assen, Holland, Rnd 7 |
| 7/4 | Donington, England, Rnd 8 |
| 7/18 | Sachsenring, Germany, Rnd 9 |
| TBA | TBA, Rnd 10 |
| 8/22 | Brno, Czech Republic, Rnd 11 |
| 9/5 | San Marino, Rnd 12 |
| 9/19 | Valencia, Spain, Rnd 13 |
| 10/3 | Phillip Island, Australia, Rnd 14 |
| 10/10 | Welkom, South Africa, Rnd 15 |
| 10/24 | Rio de Janeiro, Brazil, Rnd 16 |
| 10/31 | Buenos Aires, Argentina, Rnd 17 |

Info: 011/41-22-950-9500

### FIM World Superbike Series

| | |
|---|---|
| 3/28 | Kyalami, South Africa, Rnd 1 |
| 4/18 | Phillip Island, Australia, Rnd 2 |
| 5/2 | Donington, England, Rnd 3 |
| 5/16 | Albacete, Spain, Rnd 4 |
| 5/30 | Monza, Italy, Rnd 5 |
| 6/13 | Nurburgring, Germany, Rnd 6 |
| 6/27 | San Marino, Rnd 7 |
| 7/11 | Monterey, CA, Rnd 8 |
| 8/1 | Brands Hatch, England, Rnd 9 |
| 8/29 | A-1 Ring, Austria, Rnd 10 |
| 9/5 | Assen, Holland, Rnd 11 |
| 9/26 | TBA, Rnd 12 |
| 10/10 | Sugo, Japan, Rnd 13 |

Info: 011/41-22-950-9500

### FIM 500cc World Championship Motocross Series

| | |
|---|---|
| 4/11 | Castineau-de-Levis, France, Rnd 1 |
| 4/18 | Osuna, Spain, Rnd 2 |
| 5/2 | Schwanenstadt, Austria, Rnd 3 |
| 5/16 | Castiglione del Lago, Italy, Rnd 4 |
| 5/30 | Loket, Czech Republic, Rnd 5 |
| 6/13 | Teutschenthal, Germany, Rnd 6 |
| 7/11 | Hawkstone Park, England, Rnd 7 |
| 7/18 | Lucenec, Slovakia, Rnd 8 |
| 8/1 | Namur, Belgium, Rnd 9 |
| 8/8 | Folkendange, Luxembourg, Rnd 10 |
| 8/22 | Uddevalla, Sweden, Rnd 11 |
| 8/29 | Kouvola, Finland, Rnd 12 |
| 9/5 | Lierop, Holland, Rnd 13 |

### FIM 250cc World Championship Motocross Series

| | |
|---|---|
| 3/21 | Talavera de la Reina, Spain, Rnd 1 |
| 3/28 | Megalopolis, Greece, Rnd 2 |
| 4/11 | Valkenswaard, Holland, Rnd 3 |
| 4/18 | Ernee, France, Rnd 4 |
| 5/2 | Maracay, Venezuela, Rnd 5 |
| 5/16 | Belo Horizonte, Brazil, Rnd 6 |
| 5/30 | Foxhill, England, Rnd 7 |
| 6/13 | Maggiora, Italy, Rnd 8 |
| 6/20 | St. Jean d'Angely, Europe, Rnd 9 |
| 6/27 | Kester, Belgium, Rnd 10 |
| 7/11 | Bramont, Canada, Rnd 11 |
| 8/1 | Gdynia, Poland, Rnd 12 |
| 8/8 | Folkendange, Luxembourg, Rnd 13 |
| 8/22 | Nismes, Belgium, Rnd 14 |
| 8/29 | Gaildorf, Germany, Rnd 15 |
| 9/12 | Budds Creek, MD, Rnd 16 |

### FIM 125cc World Championship Motocross Series

| | |
|---|---|
| 3/14 | Vemeuilsi Avre, France, Rnd 1 |
| 3/28 | Cingoli, Italy, Rnd 2 |
| 4/11 | Indaiatuba, Brazil, Rnd 3 |
| 5/2 | Bellpuig, Spain, Rnd 4 |
| 5/16 | Mill, Netherlands, Rnd 5 |
| 5/30 | Foxhill, England, Rnd 6 |
| 6/13 | Agueda, Portugal, Rnd 7 |
| 6/20 | Borgo Maggiore, San Marino, Rnd 8 |
| 7/11 | Launsdorf, Austria, Rnd 9 |
| 7/18 | Orahova Vas, Slovakia, Rnd 10 |
| 8/8 | Roggenburg, Switzerland, Rnd 11 |
| 8/22 | Haenchen, Germany, Rnd 12 |
| 8/29 | Jastrebarsko, Croatia, Rnd 13 |

### FIM Motocross des Nations

| | |
|---|---|
| 9/26 | Indaiatuba, Brazil |

### FIM World Individual Speedway Championship Grand Prix Series

| | |
|---|---|
| 5/8 | Prague, Czech Republic, Rnd 1 |
| 6/4 | Linkoping, Sweden, Rnd 2 |
| 7/3 | Wroclaw, Poland, Rnd 3 |
| 7/31 | Coventry, England, Rnd 4 |
| 8/28 | Bydgoszcz, Poland, Rnd 5 |
| 9/25 | Vojens, Denmark, Rnd 6 |
| 7/18 | Poole, Great Britain (Intercontinental Final) |
| 7/25 | Wroclaw, Poland (Continental Final) |
| 10/10 | Lonigo, Italy (Grand Prix Challenge) |

### FIM Trial World Championship Series

| | |
|---|---|
| 3/20-21 | Lloret del Mar, Spain |
| 3/27-28 | Baltar, Portugal |
| 4/17-18 | Mons, Belgium |
| 4/24-25 | Douglas, Great Britain |
| 5/29-30 | Grossheubach, Germany |
| 6/12-13 | St. Gilles/Reunion, France |
| 6/26-27 | Exeter, RI |
| 7/3-4 | Watkins Glen, NY |
| 9/4-5 | Biasca, Switzerland |
| 9/11-12 | Lavarone, Italy |
| 9/26 | Ettelbruck-Warken, Luxembourg |

### FIM Trial Indoor Enduro World Cup Series

| | |
|---|---|
| 2/19 | Vienna, Austria |
| 2/20 | Lisbon, Portugal |
| 2/27 | Bremen, Germany |
| 3/6 | Madrid, Spain |
| 3/14 | Milano/Torino, Italy |

### FIM World Sidecar Championship

| | |
|---|---|
| 4/18 | Kallithea Elassona, Greece |
| 5/16 | Jinin, Czech Republic |
| 6/6 | Cesis, Latvia |
| 6/13 | Jaanikese, Estonia |
| 6/20 | Varsseveld, Netherlands |
| 7/4 | Lacapelle Marival, France |
| 7/11 | Strassbessenbach, Germany |
| 7/25 | Rijkevorsel, Belgium |
| 8/1 | Chernivtsi, Ukraine |
| 8/8 | Kegums, Latvia |
| 9/5 | Canada Heights, Great Britain |
| 9/12 | Tagerig, Switzerland |

### AMA MBNA Superbike Series

| | |
|---|---|
| 3/3-7 | Daytona Beach, FL, Rnd 1 |
| 3/19-21 | Phoenix, AZ, Rnd 2 |
| 4/16-18 | Rosamond, CA, Rnd 3 |
| 4/23-25 | Sonoma, CA, Rnd 4 |
| 4/30-5/2 | Monterey, CA, Rnd 5 |
| 6/4-6 | Braselton, GA, Rnds 6 & 7 |
| 6/11-13 | Elkhart Lake, WI, Rnd 8 |
| 6/18-20 | Loudon, NH, Rnd 9 |
| 7/16-18 | Lexington, OH, Rnd 10 |
| 7/30-8/1 | Brainerd, MN, Rnd 11 |
| 9/17-19 | Fountain, CO, Rnd 12 |
| 10/1-3 | Las Vegas, NV, Rnd 13 |

Info: 614/891-2425

### AMA Grand National Dirt Track Series

| | |
|---|---|
| 3/6 | Daytona Beach, FL, Rnd 1 |
| 5/8 | Hagerstown, MD, Rnd 2 |
| 5/15 | Woodstock, GA, Rnd 3 |
| 5/22 | Harrington, DE, Rnd 4 |
| 5/30 | Springfield, IL, Rnd 5 |
| 6/12 | TBA, Rnd 6 |
| 6/19 | Mineralwells, WV, Rnd 7 |
| 6/26 | Lima, OH, Rnd 8 |
| 7/3 | Indianapolis, IN, Rnd 9 |
| 7/10 | Joliet, IL, Rnd 10 |
| 7/17 | Oklahoma City, OK, Rnd 11 |
| 7/24 | Du Quoin, IL, Rnd 12 |
| 7/31 | Rossburg, OH, Rnd 13 |
| 8/7 | Lake Odessa, MI, Rnd 14 |
| 8/11 | Rapid City, SD, Rnd 15 |
| 8/15 | Peoria, IL, Rnd 16 |
| 8/21 | Hagerstown, MD, Rnd 17 |
| 8/28 | Sedalia, MO, Rnd 18 |
| 9/5 | Springfield, IL, Rnd 19 |
| 9/11 | Dallas, TX, Rnd 20 |
| 9/18 | TBA, Rnd 21 |
| 9/25 | Sacramento, CA, Rnd 22 |
| 10/2 | Las Vegas, NV, Rnd 23 |
| 10/10 | Del Mar, CA, Rnd 24 |

Info: 614/891-2425

### AMA Toyota Trucks U.S. Supercross Series

| | |
|---|---|
| 2/13 | Tampa, FL, Rnd 6 |
| 2/20 | Atlanta, GA, Rnd 7 |
| 2/27 | Dallas, TX, Rnd 8 |
| 3/6 | Daytona Beach, FL, Rnd 9 |
| 3/13 | Houston, TX, Rnd 10 |
| 3/20 | Minneapolis, MN, Rnd 11 |
| 3/27 | St. Louis, MO, Rnd 12 |
| 4/10 | Pontiac, MI, Rnd 13 |
| 4/17 | New Orleans, LA, Rnd 14 |
| 4/24 | Indianapolis, IN, Rnd 15 |
| 5/1 | Las Vegas, NV, Rnd 16 |

Info: 630/566-6100

### AMA PJ1 National Arenacross Series

| | |
|---|---|
| 2/12-14 | Guthrie, OK, Rnd 12 |
| 2/19-21 | Denver, CO, Rnd 13 |
| 2/26-28 | Sacramento, CA, Rnd 14 |
| 3/5-7 | Portland, OR, Rnd 15 |
| 3/20-21 | San Jose, CA, Rnd 16 |
| 3/26-28 | Salt Lake City, UT, Rnd 17 |

Info: 630/566-6100

### AMA Mazda Trucks National Motocross Series

| | |
|---|---|
| 5/9 | San Bernardino, CA, Rnd 1 |
| 5/16 | Sacramento, CA, Rnd 2 |
| 5/30 | Mount Morris, PA, Rnd 3 |
| 6/13 | Southwick, MA, Rnd 4 |
| 6/20 | Budds Creek, MD, Rnd 5 |
| 7/4 | Buchanan, MI, Rnd 6 |
| 7/18 | New Berlin, NY, Rnd 7 |
| 7/25 | Troy, OH, Rnd 8 |
| 8/1 | Washougal, WA, Rnd 9 |
| 8/15 | Millville, MN, Rnd 10 |
| 8/29 | Binghamton, NY, Rnd 11 |
| 9/5 | Delmont, PA, Rnd 12 |

Info: 614/891-2425

### AMA Acerbis National Enduro Series

| | |
|---|---|
| 2/14 | Coalinga, CA, Rnd 1 |
| 2/21 | Lake Pleasant, AZ, Rnd 2 |
| 3/27 | Forest Hill, LA, Rnd 3* |
| 3/28 | Forest Hill, LA, Rnd 4* |
| 5/16 | Wellston, OH, Rnd 5 |
| 5/29 | McArthur, OH, Rnd 6* |
| 6/5 | Idaho City, ID, Rnd 7* |
| 6/6 | Idaho City, ID, Rnd 8* |
| 6/19 | Hurricane Mills, TN, Rnd 9* |
| 6/20 | Hurricane Mills, TN, Rnd 10* |
| 7/25 | Akeley, MN, Rnd 11 |
| 8/22 | Indian River, MI, Rnd 12 |
| 9/26 | New Waverly, TX, Rnd 13 |
| 10/31 | Delaware City, DE, Rnd 14 |

*Indicates ISDE Qualifier
Info: 614/891-2425

### AMA National Hare & Hound Series

| | |
|---|---|
| 3/14 | Lucerne Valley, CA, Rnd 2 |
| 3/27 | Murphy, ID, Rnd 3 |
| 4/10 | Jericho, UT, Rnd 4 |
| 4/25 | Johnson Valley, CA, Rnd 5 |
| 6/26 | TBA/Nevada, Rnd 6 |
| 10/24 | Lucerne Valley, CA, Rnd 7 |

Info: 614/891-2425

### AMA National Hare Scrambles Series

| | |
|---|---|
| 2/21 | Wilseyville, CA, Rnd 2 |
| 4/11 | Hurricane Mills, TN, Rnd 3 |
| 4/18 | Redding, CA, Rnd 4 |
| 6/27 | Ottawa, IL, Rnd 5 |
| 7/4 | Chelsea, VT, Rnd 6 |
| 7/18 | Kahoka, MO, Rnd 7 |
| 8/29 | Millfield, OH, Rnd 8 |
| 10/3 | Lynnville, IN, Rnd 9 |

Info: 614/891-2425

### AMA/District 36 Vintage / Veteran Dirt Track Series

| | |
|---|---|
| 2/13-14 | Taylor, Orlando, Rnds 3, 4 |
| 2/20-21 | Taylor, Orlando, Rnds 5, 6 |
| 2/27-28 | Taylor, Orlando, Rnds 7, 8 |
| 4/10-11 | Lodi, CA, Rnds 9, 10 |
| 4/17 | Lodi, CA, Rnd 11 |
| 4/24 | Lodi, CA, Rnd 12 |
| 5/8 | Lodi, CA, Rnd 13 |
| 5/15 | Lodi, CA, Rnd 14 |
| 5/22 | Lodi, CA, Rnd 15 |
| 6/5 | Lodi, CA, Rnd 16 |
| 6/12 | Lodi, CA, Rnd 17 |
| 6/19 | Lodi, CA, Rnd 18 |
| 6/26 | Lodi, CA, Rnd 19 |
| 7/10 | Lodi, CA, Rnd 20 |
| 7/17 | Lodi, CA, Rnd 21 |
| 7/24 | Lodi, CA, Rnd 22 |
| 8/14 | Lodi, CA, Rnd 23 |
| 8/21 | Lodi, CA, Rnd 24 |
| 9/11 | Lodi, CA, Rnd 25 |
| 9/18 | Lodi, CA, Rnd 26 |
| 10/9 | Lodi, CA, Rnd 27 |
| 10/16 | Lodi, CA, Rnd 28 |
| 10/23 | Lodi, CA, Rnd 29 |

Info: 209/368-7809

### AMA/District 36 Amateur / Youth Dirt Track Series

| | |
|---|---|
| 2/13-14 | Orlando, FL, Rnds 3, 4 |
| 2/20-21 | Orlando, FL, Rnds 5, 6 |
| 2/27-28 | Orlando, FL, Rnds 7, 8 |
| 4/10-11 | Lodi, CA, Rnds 9, 10 |
| 4/17 | Lodi, CA, Rnd 11 |
| 4/24 | Lodi, GA, Rnd 12 |
| 5/8 | Lodi, CA, Rnd 13 |
| 5/15 | Lodi, CA, Rnd 14 |
| 5/22 | Lodi, CA, Rnd 15 |
| 6/5 | Lodi, CA, Rnd 16 |
| 6/12 | Lodi, CA, Rnd 17 |
| 6/19 | Lodi, CA, Rnd 18 |
| 6/26 | Lodi, CA, Rnd 19 |
| 7/10 | Lodi, CA, Rnd 20 |
| 7/17 | Lodi, CA, Rnd 21 |
| 7/24 | Lodi, CA, Rnd 22 |
| 8/14 | Lodi, CA, Rnd 23 |
| 8/21 | Lodi, CA, Rnd 24 |
| 9/11 | Lodi, CA, Rnd 25 |
| 9/18 | Lodi, CA, Rnd 26 |
| 10/9 | Lodi, CA, Rnd 27 |
| 10/16 | Lodi, CA, Rnd 28 |
| 10/23 | Lodi, CA, Rnd 29 |

Info: 209/833-0639

### AMA/District 37 Grand Prix Big 6 Series

| | |
|---|---|
| 3/6-7 | Glen Helen, CA |
| 4/10-11 | Twentynine Palms, CA |
| 5/1-2 | LA County Raceway, CA |
| 10/2-3 | Glen Helen, CA |
| 11/6-7 | Gorman, CA |

Info: 562/423-1889 or 818/352-7085

### AMA/District 37 Dual Sport Ride Series

| | |
|---|---|
| 2/14 | San Luis Obispo, CA |
| 2/27-28 | Laughlin, NV* |
| 3/13-14 | Death Valley, CA |
| 3/21 | San Bernardino, CA |
| 4/18 | Cantil, CA |
| 5/1-2 | Newhall, CA |
| 5/16 | Mojave, CA |
| 7/17-18 | Bass Lake, CA |
| 7/24-25 | Sequoia National Forest, CA |
| 7/31-8/1 | Mammoth Lakes, CA* |
| 8/14-15 | Big Bear Lake, CA |
| 9/25-26 | Ridgecrest, CA |
| 9/11-12 | Bass Lake, CA |
| 10/3 | Silverwood Lake, CA |
| 10/16-17 | Mesquite, NV* |

11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

### AMA Mid-South Championship Winter Hare Scrambles Series
2/21 Van Leer, TN
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

### AMA Prostar National Drag Racing Series
2/26-28 Gainesville, FL, Rnd 1
3/27-28 Commerce, GA, Rnd 2
4/24-25 Columbus, OH, Rnd 3
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

### AMA Prostar Regional Series
10/16-17 Houston, TX
Info: 256/852-1101

### AMA Prostar West Drag Racing Series
3/13 Tucson, AZ, Rnd 1
4/10 Bakersfield, CA, Rnd 2
6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

### AMA Texas Championship Hare Scrambles Series
2/21 String Prairie, TX, Rnd 3
3/7 Rockne, TX, Rnd 4
3/28 Fort Hood, TX, Rnd 5
4/11 Brune's Mill, TX, Rnd 6
4/25 San Antonio, TX, Rnd 7
5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

### AMA Four Corners MX Series
3/28 Aztec, New Mexico
4/17-18 Aztec, New Mexico
4/25 Mancos, Colorado
5/16 Mancos, Colorado
5/23 Aztec, New Mexico
6/13 Mancos, Colorado
6/27 Aztec, New Mexico
7/11 Mancos, Colorado
7/25 Aztec, New Mexico
8/8 Mancos, Colorado
8/29 Aztec, New Mexico
9/5 Mancos, Colorado
9/26 Aztec, New Mexico
10/10 Aztec, New Mexico
Info: 800/720-MOTO or 970/533-9747

### AMA Tecnosel Carolina Ultra Series
3/13-14 Society Hill, SC
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

### AMA Pro-Am Mega Series
3/6-7 Blountville, TN, Rnd 1
3/13-14 Society Hill, SC, Rnd 2
3/20-21 Blountville, TN, Rnd 3
4/17-18 Danville, VA, Rnd 4
4/25 Wytheville, VA, Rnd 5
5/1-2 Blountville, TN, Rnd 6
5/22-23 Society Hill, SC, Rnd 7
6/5-6 Blountville, TN, Rnd 8
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

### AMA/NATC National Observed Trials Championship
4/10-11 Munster, TX
4/17 Temecula, CA
4/18 El Trial de España
5/22-23 Salida, CO
5/29-30 Washougal, WA
6/19 Lock Haven, PA
6/20 Williamsonburg, PA
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

### PACE Ultracross Series
2/19-21 Milwaukee, WI, Rnd 4
2/26-28 Nampa, ID, Rnd 5
3/12-14 Memphis, TN, Rnd 6
3/19-21 Chattanooga, TN, Rnd 7
3/19-21 Wichita, KS, Rnd 8
Info: 817/246-7400

### Sound of Thunder 4-Stroke Motocross Series
**Southwestern**
3/21 Phoenix, AZ
4/18 San Bernardino, CA
**Pacific Northwest**
7/10-11 Yakima, WA
7/18 Sandy, OR
TBA Albany, OR
**Central States**
3/26-28 Whitney, TX
6/6 Denver, CO
8/12 Ponca City, OK
**Final Event**
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

### SERA Hare Scrambles Series
2/28 Rockford, AL
6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
Info: 601/763-7427

### SERA Enduro Series
3/7 Kirby, AR
3/28 Forest Hill, LA
4/11 Fort Polk, LA
5/2 Wiggins, MS
5/16 Saucier, MS
5/30 Clanton, AL
6/13 Laurel, MS
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

### Grand National Cross Country Series
3/1-2 Okeechobee, FL, Rnd 1
3/6-7 Macon, GA, Rnd 2
3/20-21 Cross Keys, SC, Rnd 3
4/10-11 Hurricane Mills, TN, Rnd 4
4/24-25 Clarksburg, WV, Rnd 5
5/8-9 Manahawking, NJ, Rnd 6
5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

### AHRMA/Progressive Suspension Historic Cup Road Race Series
2/26 Deland, FL
3/1-2 Daytona Beach, FL
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

### AHRMA/Speed & Sport Vintage MX Series
2/27 Ocala, FL
3/21 Perris, CA
4/18 Sonoma, CA
5/15 Bremen, GA
5/1 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

### AHRMA/Classic Bike Magazine Dirt Track Series
2/28 Ocala, FL
3/2 Daytona Beach, FL
3/4 Barberville, FL
4/2 Rosamond, CA
5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
8/1 Joliet, IL
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

### AHRMA/Speed & Sport Vintage Trials Series
2/28 Ocala, FL
4/4 Rosamond, CA
4/17 Sonoma, CA
4/25 Ridgedale, MO
5/16 Bremen, GA
5/2 Casey, IL
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

### AHRMA/National GP Series
2/21 Wilseyville, CA
4/18 Budds Creek, MD
4/24 Ridgedale, MO
5/16 Bremen, GA
8/29 Thornville, OH
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

### AHRMA Dixie Cup Regional Road Race Series
2/26 De Land, FL
3/1-2 Daytona Beach, FL
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

### AHRMA Masters of the Midwest Regional Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

### AHRMA Pacific Crown Regional Road Race Series
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
9/18 Park City, UT

### AHRMA Mid-Atlantic Vintage MX Series
4/17 Budds Creek, MD
6/13 Sale Creek, TN
7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

### AHRMA Midwest Regional Motocross Series
4/17 Bedford, KY
5/22 Casey, IL
6/6 Kansas City, MO
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

### AHRMA Northwest Regional Motocross Series
2/14 Sacramento, CA
2/28 Tulare, CA
3/14 Brentwood, CA
4/18 Sonoma, CA
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

### AHRMA Northwest Lumberjack Motocross Series
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

### AHRMA Southeast Regional Motocross Series
2/27 Ocala, FL
3/1 Reddick, FL


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Competition Schedule

| Date | Club | Event |
|---|---|---|
| Feb. 13-14 | 4 Aces @ Teagle Wash, Red Mountain, CA Info: Steve (760) 375-1009 | Euro. Scrambles/Hare & Hound |
| Feb. 20 | 1998 Awards Banquet Antelope Valley Inn 6:30 pm 44055 Sierra Hwy., Lancaster, CA Info: Sandy (909) 944-3279 | |
| Feb. 28 | Checkers M.C. Bessemer Mine Rd., Lucerne Vly., CA Info: Steve (909) 359-7358 | Hare & Hound |
| Mar. 6-7 | Prairie Dogs / Malcolm Smith Glen Helen Rcwy., San Bernardino, CA Info: Don (714) 288-9646 | Grand Prix |

Dual Sport Schedule: Info: 818-249-2141 (3,1)

| Date | Club | Event |
|---|---|---|
| Feb. 14 | Cal Poly Penguins "Hi Mtn." @ Univ Lot H-12, San Luis Obispo, CA Info: Bjoern (805) 545-0837 | Dual Sport |
| Feb. 27-28 | Tour N' Trail "Wild West 300" Avi Hotel & Casino, Laughlin, NV Info: Jim (818) 890-2209 | Dual Sport |

Dual Sport web site: www.motorsports-network.com/d37ds



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|---|---|---|---|
| Sun., | Mar. 7 | Round 1 | Elsinore |
| Sun., | Mar. 21 | Round 2 | Glen Helen |
| Sun., | Apr. 18 | Round 3 | Starwest |
| Sun., | Apr. 25 | Round 4 | Perris |
| Sun., | May. 16 | Round 5 | Comp. Park |

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▼ **DAYTONA** March 3-7, 1999
▼ **ST. LOUIS** March 12-14, 1999

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**1999 SCHEDULE OF EVENTS**

WISECO YAMAHA DUNLOP MOOSE KLOTZ CARMATE

**March**(M/T)**1/2** **Kirton Ranch** ***Okeechobee, FL***
E of Okeechobee on Rt 70 5 miles
Monday-Quads/Tuesday-Bikes *(Sun. Quad sign-up 1-4 pm, practice 4-6 pm; Mon. Bike sign-up 1-4 pm, practice 4-6 pm; Practice Fee $10 plus sign-up fee)*
**March 6/7** **Paradise Park*** ***Macon, GA***
I-16 to Exit 6 Huber Sgoda Rd N 3 milles
**March** (Y) **20/21** **Big Buck*** ***Cross Keys, SC***
I-26 to Exit 44 to Hwy 49 E 7 miles

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Saturday: 12 Noon Quad Race; 3 pm Bike Youth & Women (Youth & Women Sign-up 1 pm)
Sunday: Bikes — 10 am Super Sen. & C classes; 12 Noon Pro, A & B classes

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***National Motosport Association***


# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

4/18 Hohenwald, TN
5/15 Bremen, GA
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/986-3213 or kavula_m@mercer.edu

### AHRMA Southeast Regional Trials Series
2/28 Ocala, FL
4/17 Hohenwald, TN
5/16 Bremen, GA
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

### AHRMA H&H KTM Southeast Grand Prix Series
4/17 Hohenwald, TN
5/16 Bremen, GA
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/986-3213 or kavula_m@mercer.edu

### AHRMA Southwest Regional Motocross Series
2/28 Tulare, CA
3/21 Perris, CA
4/11 Gorman, CA
5/16 San Bernardino, CA
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

### AHRMA Western Regional Dirt Track Series
4/2 Rosamond, CA
4/10 Livermore, CA
4/25 Lodi, CA
5/15 Hanford, CA
5/30 Oroville, CA
7/17 Carson City, NV
7/25 Barona, CA
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/23-24 Tulare, CA
Info: 818/992-5343

### AHRMA Western Regional Trials Series
2/13 Prairie City, AZ
4/4 Willow Springs, CA
4/17 Sears Point, CA
5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

### AHRMA Michigan MX Series
5/2 Millington, MI
5/16 Portland, MI
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

### AHRMA Vintage MX Series
4/11 Drexel, MO
5/16 Moberly, MO
5/23 Niangua, MO
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

### Best In The Desert Racing Association Silver State Series
2/19-20 Laughlin, NV, Rnd 1
4/16-17 Tonopah, NV, Rnd 2
6/25-27 Mesquite, NV, Rnd 3
9/30-10/1-3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

### District 36 Northern California Enduro Series
3/14 Coalinga, CA, Rnd 2
4/17 Upper Lake, CA, Rnd 3
4/25 Long Barn, Ca, Rnd 4
5/2 Georgetown, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10

### Mid-Atlantic Vintage Trials
5/15-16 Toronto, OH
6/6 Monrovia, MD
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

### KORR Hare Scrambles Series
2/14 Wichita, KS
3/28 Wichita, KS
4/11 Sterling, KS
5/16 Wichita, KS
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

### KORR Spring Motocross Series
2/21 Sterling, KS
3/14 Marion, KS
4/25 Marion, KS
5/2 Wichita, KS
5/15 Wichita, KS
6/5 Wichita, KS
6/6 Inman, KS
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

### KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

### KTMXA Motocross Series
2/28 Draffenville, KY
3/7 Milan, TN
4/17 Murray, KY
4/25 Draffenville, KY
5/1 Draffenville, KY
5/16 White Plains, KY
5/23 Milan, TN
6/12 Draffenville, KY
6/18 Murray, KY
7/3 Atwood, TN
7/10 Draffenville, KY
7/17 Atwood, TN
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

### Women's MX League Series
4/11-16 Johnstown, CO
4/16-17 Johnstown, CO
5/8 San Bernardino, CA
5/15 Sacramento, CA
6/19 Budds Creek, MD
6/27 Mammoth, CA
7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

### I.C.E./WSRA World Cup Ice Speedway C'Ship Series
2/12-13 Pensacola, FL
2/19-20 Memphis, TN
2/27 Miami, FL
3/6-7 Columbus, GA
3/12-13 TBA
3/19-20 Johnstown, PA
Info: 970/845-6073

### North American Sport Bike Series
2/26-28 Daytona Beach, FL
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

### GFI Winter Series
**South**
2/21 San Jacinto, CA, Rnd 5
**North-South Showdown**
3/28 Turlock, CA
Info: 909/653-4042

### AMP/GFI Spring Series
3/28 Turlock, CA, Rnd 1
4/18 Hollister, CA, Rnd 2
4/25 Tracy, CA, Rnd 3
5/2 La Grange, CA, Rnd 4
5/23 Hollister, CA, Rnd 5
5/30 Turlock, CA, Rnd 6
Info: 209/656-9682

### Northwest Regional MX Series
2/14 Sacramento, CA, Rnd 1
2/28 Tulare, CA, Rnd 2
3/14 Brentwood, CA, Rnd 3
4/18 Sonoma County, CA, Rnd 4
5/23 Fernley, NV, Rnd 5
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

### GNC International MX Final
3/18-21 Dallas/Fort Worth, TX
Info: 214/351-9900

### NMA World Mini Grand Prix
4/7-11 Las Vegas, NV
Info: 562/868-8112

### NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

### La Playa MX Grand Prix Series
3/1 Rosarito, BC, Mexico, Rnd 1
5/16 Rosarito, BC, Mexico, Rnd 2
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

### WERA National Endurance Series
4/17 Talladega, AL, Rnd 1
5/8 South Haven, MI, Rnd 2
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

### WERA National Challenge Series
4/16-18 Talladega, AL, Rnd 1
5/7-9 South Haven, MI, Rnd 2
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

### WERA Grand National Finals
TBA Braselton, GA

### WERA Vintage Series
3/13-14 Braselton, GA
3/20-21 College Station, TX
4/10-11 Henderson, TX
4/10-11 Summit Point, WV
4/24-25 Millington, TN
5/8-9 College Station, TX
5/15-16 Garrettsville, OH
5/22-23 Talladega, AL
5/22-23 Mount Meridian, IN
6/12-13 Grattan, MI
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/10-11 Braselton, GA
7/17-18 College Station, TX
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN
8/7-8 Faulkville, GA
8/7-8 South Haven, MI
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/21-22 Hallet, OK
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
TBA Braselton, GA
Info: 770/924-8404

### WERA Sportsman Series
**North Central**
4/24-25 Clermont, IN
5/7-9 South Haven, MI
5/22-23 Mount Meridian, IN
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
**Northeast**
3/13-14 Braselton, GA
4/10-11 Summit Point, WV
5/15-16 Garrettsville, OH
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV

6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH

**Mid-Central**
2/20-21 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN

**South Central**
2/20-21 Henderson, TX
3/20-21 College Station, TX
4/10-11 Henderson, TX
5/8-9 College Station, TX
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX

**Southeast**
2/20-21 Talladega, AL
3/13-14 Braselton, GA
3/27-28 Faulkville, GA
4/16-18 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

### United States MX Mega Series
3/6-7 Blountville, TN
3/13-14 Society Hill, SC
3/20-21 Muddy Creek, TN
4/17-18 Danville, VA
4/24-25 Wytheville, VA
5/1-2 Muddy Creek, TN
5/22-23 Camp Coker MX, SC
6/5-6 Muddy Creek, TN
7/3-4 London, KY
7/10-11 Pro Sport MX, VA
7/16-18 Muddy Creek, TN
9/4-5 Daniel Boone, KY
9/11-12 Muddy Creek, TN
9/25-26 Pigeon Forge, TN
10/2-3 Daniel Boone, KY
10/15-17 Muddy Creek, TN
Info: 423/323-5497

### Carolina Ultra Series
3/13-14 Society Hill, SC
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

### International Speedway Series
3/20 Costa Mesa, CA
4/10 Costa Mesa, CA
4/17 Costa Mesa, CA
4/24 Costa Mesa, CA
5/1 Costa Mesa, CA
5/8 Costa Mesa, CA
5/15 Costa Mesa, CA
5/22 Costa Mesa, CA
6/5 Costa Mesa, CA
6/12 Costa Mesa, CA
6/19 Costa Mesa, CA
6/26 Costa Mesa, CA
7/9-11 Costa Mesa, CA
7/31 Costa Mesa, CA
8/7 Costa Mesa, CA
8/14 Costa Mesa, CA
8/21 Costa Mesa, CA
8/28 Costa Mesa, CA
9/11 Costa Mesa, CA
9/18 Costa Mesa, CA
9/25 Costa Mesa, CA
10/2 Costa Mesa, CA
Info: 949/492-9933 or www.wient.com/speedway

### CMRRA 50cc/125cc C'ship Road Race Series
2/14 Riverside, CA
3/6-7 Rosamond, CA
4/4 Palomar, CA
5/2 Riverside, CA
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

### WSMC Road Race Series
2/20-21 Rosamond, CA, Rnd 2
3/20-21 Rosamond, CA, Rnd 3
4/10-11 Rosamond, CA, Rnd 4
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

### Southern California AMA Championship MX Series
5/7-8 San Bernardino, CA, Rnd 1
6/6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 San Bernardino, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 San Bernardino, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 909/883-5259 or 805/589-9265

### Galpin Ford Dual Sport Adventure Series
3/7 Aguanga, CA, Rnd 2
4/11 Gorman, CA, Rnd 3
6/5-6 Lake Isabella, CA, Rnd 4
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

### Whiplash Motorsports Desert Tour Buggy & Truck Series
3/27 Rocky Point, AZ
5/29 Holbrook, AZ
7/3 TBA
9/4 Snowflake, AZ
10/16 TBA
11/20 Globe, AZ
Info: 602/971-3730

### Desert Challenge Bikes & ATV Series
2/14 Wickenburg, AZ
3/27 Rocky Point, AZ
4/25 Lake Pleasant, AZ
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

### AMX North/South Shootout Series
2/21 Wittman, AZ, Rnd 5
2/28 Cottonwood, AZ, Rnd 6
Info: 520/743-7727

### AMX E-Z UP Dealer Series
3/7 Eloy, AZ
3/14 Cottonwood, AZ
3/21 Wittman, AZ
3/28 Eloy, AZ
4/18 Cottonwood, AZ
4/25 Wittman, AZ
Info: 520/743-7727

### Trials Incorporated Championship Trials Series
3/27-28 Twinsburg, OH
5/2 Lancaster, OH
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

### American Trials Association
2/21 Corral Canyon, CA
3/7 Johnson Valley, CA
3/21 TBA
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

### STTARS Super TT American Racing Series
**Northwest**
6/12-13 Bremerton, WA
7/17-18 Portland, OR

**Southwest**
2/28 Buttonwillow, CA
4/3-4 Rosamond, CA
6/5-6 Rosamond, CA
6/20 Buttonwillow, CA
10/3 Palomar, CA
12/3-5 TBA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

### USCRA Vintage Series
2/25-26 Faulkville, GA
5/1-2 Loudon, NH
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, NS, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, Ontario, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

### USRA Desert Series
2/27 St. George, UT
3/13 Delta, UT
4/10 Jericho, UT
5/8 Jericho, UT
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

### CCS/Florida State Motorcycle Roadracing Championship
2/13-14 Homestead, FL*
2/25-28 Daytona Beach, FL
3/20-21 West Palm Beach, FL
4/10-11 Bloomingdale, GA
4/24-25 West Palm Beach, FL
5/30-31 West Palm Beach, FL
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

### CCS/Mid-American Motorcycle Roadracing Championship
4/10-11 S. Beloit, IL*
5/1 Elkhart Lake, WI**
5/2 Elkhart Lake, WI**
5/22-23 S. Beloit, IL
6/12-13 S. Beloit, IL
7/10-11 S. Beloit, IL
7/31-8/1 S. Beloit, IL
8/14-15 Topeka, KS**
8/28-29 Brainerd, MN**
9/25-26 S. Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

### CCS/Mid-Atlantic Motorcycle Roadracing Championship
2/25-28 Daytona Beach, FL
4/24-25 Summit Point, WV
5/8-9 Kershaw, SC
5/22-23 Summit Point, WV
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
8/14-15 Braselton, GA**
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

### CCS/New England Motorcycle Roadracing Championship
4/17-18 Loudon, NH
5/1-2 Loudon, NH
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

### CCS/Southeastern U.S. Motorcycle Roadracing Championship
2/25-28 Daytona Beach, FL
4/10-11 Bloomingdale, GA
5/8-9 Kershaw, SC
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
7/24-25 Bloomingdale, GA
8/14-15 Braselton, GA**
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

### CCS/Southwestern U.S. Motorcycle Roadracing Championship
2/13-14 Chandler, AZ*
3/6-7 Chandler, AZ**
4/10-11 Buttonwillow, CA


PRO/AM NATIONALS
TEAM R$S RACING ALBUQUERQUE NEW MEXICO
ARENACRO$$
MEG MOTORSPORTS ENTERTAINMENT GROUP
$10,000
TOTAL PURSE FOR PRO 125cc & 250cc AT EACH EVENT
PRO CLASS PAYOUT
1st · $600 | 6th · $150 | 11th · $50
2nd · $400 | 7th · $125 | 12th · $50
3rd · $300 | 8th · $100 | 13th · $50
4th · $250 | 9th · $75 | 14th · $50
5th · $200 | 10th · $50 | 15th · $50
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Pee Wees must pre-register for Fri & Sat
· Limited Entries Available ·
AMATEUR DAY SUNDAY
ALL CLASSES
March 19 • 20 • 21
Tingley Coliseum
Albuquerque, NM
Pre-Register By March 12th
RAMADA MOUNTAINVIEW
Special Race Rates
(505) 271-1000
25 Hotel Circle
Albuquerque, NM
March 26 • 27 • 28
Veterans Memorial Coliseum
New Haven, CT
AMA SANCTIONED
Connecticut Law restricts participants age to 13 years and older
Pre-Register By March 19th
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Special Race Rates
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SRP SLATER RACING PRODUCTS
87 Eastern Steel Rd.
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CRA INDOOR MOTO-CROSS SERIES
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MINI-BIKES & QUADS
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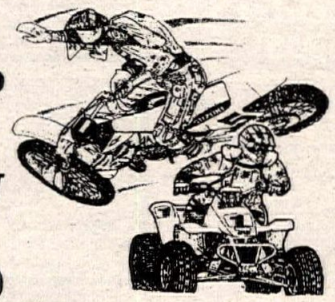
MAR. 5, 6 & 7
PRO PURSE
OVER $9,000
125 & 250

SUMMIT COUNTY FAIR GROUNDS
AKRON, OH
PRO JUMP CONTEST
SAT. NITE BIG $
PRACTICE PRIOR TO RACE
WED. QUADS & MINI BIKES
THUR. ALL BIKES (125 &UP)
1P.M.-7:30P.M.
FOR MORE INFO
CALL 330-948-4613
PRESENTED BY PATRIOT PROMOTIONS


What's happening? Cycle News Calendar.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TWO TRACKS - MAIN & PEE WEE
On RAMONA EXPY 3 miles east of I-215
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OPEN RIDING PRACTICE
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WED - 4:30 - 9:30 MINIS ONLY
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thor

# ULTRACROSS™

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## 1999 ULTRACROSS SCHEDULE

**FEBRUARY**

| | | |
|---|---|---|
| 5-7 | Lousiana Civic Center | Monroe, La |
| 19-21 | Wisconsin Center Arena | Milwaukee, Wi |
| 26-28 | Idaho Center | Nampa, Id |

**MARCH**

| | | |
|---|---|---|
| 12-14 | Mid-South Coliseum | Memphis, Tn |
| 19-21 | UTC Arena | Chattanooga, Tn |
| 19-21 | Kansas Coliseum | Wichita, Ks |

$10,000 WEEKEND PURSE

www.ultracross.com

- JUMP OFF CONTEST
- 3 BIG DAYS OF RACING
- NO MEMBERSHIP REQUIRED
- LIMITED YOUTH/AMATEUR CLASSES ON FRIDAY & SATURDAY
- YOUTH/AMATEUR TROPHIES 1st - 8th

PRO / EXPERT FRI. & SAT.
WITH LIMITED
YOUTH/AMATEUR CLASSES
Registration 1-3pm • Practice 3pm
Races 7:30pm

YOUTH / AMATEUR SUNDAY
Registration 6:30-8am
Practice 8am
Heats 11am • Races 2pm

REGINA · SECO · Motion Pro · UNI AIR FILTERS · SUN STAR · COMETIC · PRO CIRCUIT

Info Hotline: (817) 246-7400

PACE MOTOR SPORTS



$4,000
Mid South Arenacross
SHOOTOUT

March 6 & 7, 1999
Lee County Agri-Center
Verona (Tupelo), MS

Not AMA Sanctioned
For info call
601-842-3397
602-489-8316
Mid-South Arenacross Promotions



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800-831-2220
CYCLE NEWS



What's happening? Cycle News Calendar.



VINTAGE / EVOLUTION MX

| | | | |
|---|---|---|---|
| Sat. | Feb. 13TH | LACR | Palmdale, CA |
| Sun. | Mar. 14TH | Glen Helen | San Bernardino, CA |
| Sat. | Apr. 24TH | Carlsbad | Carlsbad, CA |
| Sat. | May 8TH | Gorman | Gorman, CA |

NO MEMBERSHIP REQUIRED
*MODERN BIKE SUPPORT CLASS
(CALL FOR DETAILS)

SVRG SERIES - (760) 744-8052



Competition Park Motocross
San Jacinto, CA

Open Practice:
8:00 AM - 6:00 PM (All Tracks)
Thursday, Friday,
Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!
(909) 654-2126 or (760) 633-1197



CRC 1999 California Race Schedule

100% PRO PAYBACK

| | | | |
|---|---|---|---|
| Saturday | Feb. 13 | S.V.R.G. Vintage | LACR |
| Sunday | Feb. 14 | CRC Motocross | LACR |
| Sunday | Feb. 21 | Golden Cup Series | LACR |
| Sunday | Feb. 28 | CRC Motocross | LACR |
| Sunday | Mar. 7 | Bandido Gran Prix | LACR |
| Saturday | Mar 13 | Old Timers Nat'ls (JB Track) | LACR |

Sat. Practice Jan. 9 to May. 22 • 9am to 2pm
CRC Info (805) 272-8889
www.netport.com/lacr-crc



TULARE CYCLE PARK
Tulare, CA Event Calendar

| | |
|---|---|
| Sat., Feb.13 | Open MX Practice |
| Sat., Feb.27 | AHRMA Vintage Scrambles |
| Sun., Feb.28 | AHRMA Vintage MX Series |
| Sat., Mar. 6 | Open MX Practice |
| Sun., Mar. 7 | PJ1 MX Series Rnd.2 |

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503



GLEN HELEN RACEWAY PARK
SAN BERNARDINO, CA
www.GlenHelen.com

CALL 24 HOURS FOR RACE & PRACTICE INFO
(909) 880-3090

| | | | |
|---|---|---|---|
| Thurs., | Feb. 11 | MX Practice | 8:00am till Dusk |
| Sat., | Feb. 13 | MX Practice & REM MX | 8:00am till 1:00pm |
| Sun., | Feb. 14 | MX Decal Practice | 8:00am till 4:00pm |
| Thurs., | Feb. 18 | MX Practice | 8:00am till Dusk |

Decal Sunday MX Practice for February
Have GHR Decal on vehicle, receive $5 off MX Practice


# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

5/15-16 Chandler, AZ**
6/5-6 Chandler, AZ
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

**CCS Race of Champions National Championship Finals**
10/21-24 Daytona Beach, FL

**North American Sport Bike Series**
2/25-28 Daytona Beach, FL
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

**Sunshine State Motocross Championship Series**
2/14 Dade City, FL
2/21 Ona, FL
3/7 Orlando, FL
3/21 Reddick, FL
4/11 Ocala, FL
4/18 Dade City, FL
4/25 Ocala, FL
5/2 Ona, FL
5/9 Reddick, FL
5/23 Orlando, FL
5/30 Dade City, FL
6/6 Ona, FL
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

**CMRA Endurance Road Racing Series**
2/20-21 Henderson, TX
3/19-20 College Station, TX
4/2-4 Topeka, KS
4/24-25 College Station, TX
6/4-6 Hallett, OK
6/19-20 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

**CMRA Road Racing Series**
5/15-16 AB, Canada, Rnd 1
6/11-13 AB, Canada, Rnd 2
7/24-25 AB, Canada, Rnd 3
8/21-22 AB, Canada, Rnd 4
9/4-5 AB, Canada, Rnd 5
Info: 403/272-7223

**MRAN Desert Series**
3/13 Primm, NV
4/24 Hiko, NV
5/22 Alamo, NV
6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

**Southern California Flat Track Championship Series**
4/18 Temecula, CA
5/15 Temecula, CA
6/13 Temecula, CA
7/11 Costa Mesa, CA
7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecual, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecual, CA
Info: 619/277-1591

**FEBRUARY**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | | | | | | |

**MARCH**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

* Denotes Pro Payback

### Feb 12-13

* FLORIDA ICE SPEEDWAY - World Cup Ice Speedway, ICE/WSRA, Pensacola Civic Center, Pensacola. Info: 970/845-6073 or www.speedwaybikes.com/ice.

NORTH CAROLINA ARENACROSS - AMA, Victory Sports Racing, WNC Ag. Center, Asheville. Info: 423/323-5497 or www.victory-sports.com.

### Feb 12-14

MINNESOTA MOTORCYCLE SHOW - International Motorcycle Show, Minneapolis Convention Center, Minneapolis. Info: 800/331-5706 or www.motorcycleshows.com.

OKLAHOMA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Lazy E Arena, Guthrie. Info: 817/246-7400 or www.arenacross.com.

### Feb 13-14

CALIFORNIA HARE SCRAMBLES - Four Aces MC, AMA, District 37, Teagle Wash, Red Mountain. Info: 760/375-1009 or sidecarsusie@earthlink.net.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

IOWA CUSTOM CYCLE SHOW - Capitol City Custom Cycle Show, CH Promotions, Iowa State Fairgrounds, Des Moines. Info: 712/262-8910.

### Sat, Feb 13

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

CALIFORNIA EUROPEAN SCRAMBLES - AMA, District 37, Four Aces MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 760/375-1009.

CALIFORNIA MOTOCROSS - CRC, SVRG Vintage, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, Carlsbad. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over The Hill Gang, REM at Glen Helen, San Bernardino. Info: 562/941-1515 or 909/277-1335.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, LACR, Palmdale. Info: 760/744-8052.

* CALIFORNIA MOTOCROSS - Bakersfield Yamaha Extreme Promotions, Bakersfield Speedway, Bakersfield. Info: 805/834-1011.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 1, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

OKLAHOMA SHORT TRACK - Mid-South Racing Productions and Budweiser, night race, Muskogee Fairground, Round Arena, Muskogee. Info: 918/425-7327.

### Sun, Feb 14

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

ARIZONA MOTOCROSS - Whiplash Motorsports, Speedworld, Wittman. Info: 602/971-3730.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Cal Poly Penguins MC, university lot, San Luis Obispo. Info: 805/545-0837.

CALIFORNIA HARE AND HOUND - AMA, District 37, Four Aces MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 760/375-1009.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA Northwestern Region, AMA, Prairie City SVRA, Rancho Cordova. Info: 925/829-9386.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA NATIONAL ENDURO - Salinas Ramblers MC, Clear Creek Recreation Area, Coalinga. Info: 831/444-7832 or http://www.ama-d36.org/.

CALIFORNIA MOTOCROSS - GFI Winter Series, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - CMC, Golden State MX Nationals, Rnd 4, South, Badlands Raceway, Victorville. Info: 949/367-1141.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEVADA MOTOCROSS - CMC, Golden State MX Nationals, Rnd 4, North, Silverstate Raceway, Carson City. Info: 775/267-4392.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park Inc., Newburg. Info: 717/249-6036.

### Feb 19-20

* TENNESSEE ICE SPEEDWAY - 17th annual Ice Speedway National Championship, ICE/WSRA, Mid-South Coliseum, Memphis. Info: 970/845-6073 or www.speedwaybikes.com/ice.

TENNESSEE MONSTER TRUCK AND MOTOCROSS - MEG Motorsports Entertainment Group, Thompson Boling Arena, Knoxville. Info: 602/833-1886.

### Feb 19-21

COLORADO ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Denver Coliseum, Denver. Info: 817/246-7400 or www.arenacross.com.

GEORGIA MOTORCYCLE SHOW - International Motorcycle Show, Georgia International Convention Center, Atlanta. Info: 800/331-5706 or www.motorcycleshows.com.

* PENNSYLVANIA ARENACROSS AND SHORT TRACK - AMA, Armin Hostetter Trailway Speedway & Motorama Association, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-4310 or www.trail-wayspeedway.com.

* WISCONSIN ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Wisconsin Center Arena, Milwaukee. Info: 817/246-7400.

### Fri, Feb 19

* OHIO INDOOR MOTOCROSS - Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

### Feb 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - CRC, Golden Cup Series, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - AMA, District 36, Rnd 4, 2+2 Racing Team, AHRMA, Wilseyville. Info: 925/455-9353 or 209/838-7678.

FLORIDA HARE SCRAMBLES - Southwest Florida Trail Riders Inc., Clewiston. Info: 941/629-2379.

## Sat, Feb 20

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Bakersfield Yamaha Extreme Promotions, Bakersfield Speedway, Bakersfield. Info: 805/834-1011.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 2, Bomber day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

## Sun, Feb 21

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

CALIFORNIA TRIALS - Corral Canyon Rd, ATA Championship Series, SDTR. Info: 619/443-9678.

* CALIFORNIA MOTOCROSS - CMC, Motowest Racing, Hollister Hills GP Track, Hollister Hills. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/SSC, Gorman. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 5, Competition Park, San Jacinto. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang only, Bay Sierra, Sandhill Ranch, Brentwood. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - CMC, Marysville MX, Riverfront Park National Track, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, LA County Raceway, Palmdale. Info: 909/657-8845.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Ride For Kids, Glen Helen Raceway Park, San Bernardino. Info: 818/249-2141.

* CALIFORNIA MOTOCROSS - CMC, Golden State MX Nationals, Hollister Hills GP Track, Hollister. Info: 415/587-8678 or 949/367-1141 or papa-joe@pacbell.net.

CALIFORNIA MOTOCROSS - GFI Winter Series, Oatfield Race Way, Rnd 5, Turlock. Info: 209/656-9682.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

IDAHO MOTOCROSS - Owyhee MC Club, Boise. Info: 208/384-5512.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Downtown River Center, Davenport. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MICHIGAN MOTORCYCLE SWAP MEET - 26th annual Giant MC Swap Meet, Michigan State Fairgrounds, Detroit. Info: 616/941-0815.

* NEVADA MOTOCROSS - Moto X West, Nevada Old-Timers, Rnd 1 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

NEW MEXICO DESERT RACE - Prairie Dawg MC and NMDRC, Alamogordo. Info: 505/437-7448.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Elizabeth City. Info: 757/549-7012.

* OHIO INDOOR MOTOCROSS - Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA HARE SCRAMBLES - Sumter Hare Scrambles, Sumter. Info: 803/558-3031.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Volunteer Hare Scrambles, Morristown. Info: 423/323-5497 or www.victory-sports.com.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Van Leer. Info: 615/859-0873 or msws.org.

* TEXAS INDOOR SHORT TRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

WISCONSIN MOTORCYCLE SWAP MEET - Downtown Civic Center, Eau Claire. Info: 715/834-8389.

## Feb 26-28

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Arco Arena, Sacramento. Info: 817/246-7400 or www.arenacross.com.

FLORIDA DRAG RACE - AMA, Prostar, 8th annual MRE Sunshine Nationals, Gainesville. Info: 256/852-1101.

* FLORIDA MOTOCROSS - first annual Southern Nationals, County Line Motocross Park, Panama City. Info: 850/265-1934.

FLORIDA ANTIQUE BIKE SHOW AND SWAP MEET - Florida Sunshine Chapter, Antique Motorcycle Club of AMER, Lake County Fairgrounds, Eustis. Info: 561/734-3045.

* IDAHO ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Idaho Center, Nampa. Info: 817/246-7400.

## Sat, Feb 27

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Competition Park, San Jacinto. Info: 562/941-1515 or 909/277-1335.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 3, Women's Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com

* CANADA ARENACROSS - Future West-sanctioned, Future West Promotions, Abbotsford Agrifair Arena, Abbotsford, BC. Info: 604/794-3824.

* FLORIDA ICE SPEEDWAY - ICE/WSRA, National Car Rental Center, Miami. Info: 970/845-6073 or www.speedwaybikes.com/ice.

## Sun, Feb 28

ALABAMA HARE SCRAMBLES - AMA, SERA Rockford Men's Club, Rockford. Info: 334/567-3352.

* ARKANSAS MOTOCROSS - Cedar Hill MX, Arkansas Winter Series, Magnolia. Info: 870/234-1303 or 870/342-5373.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA SUPER TT - Super TT American Racing Series, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333 or www.supertt.com.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Perris Raceway, Perris. Info: 909/657-8845.

CALIFORNIA HARE & HOUND - AMA, District 37, Checkers MC, Bessemer Mine Road, Lucerne Valley. Info: 909/359-7358.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, San Marcos. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Hollister. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Hanford. Info: 559/673-8080.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - AMA, Rnd 1, District 9, Georgia Spring Series, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 476-8758.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MISSOURI MOTOCROSS - AMA, Midwest Motosport, Kahoka. Info: 660/727-3301.

* NEVADA HARE SCRAMBLES - MRANN, Mason Valley Dirt Squirts, Yerington. Info: 702/463-1939.

NEVADA HARE SCRAMBLES - District 36 Cross Country Series, Rnd 5, Fernley.

* NEVADA MOTOCROSS - Moto X West, Reno Over The Hill Gang, Rnd 2 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

NEVADA HARE SCRAMBLES - MRANN, Motorcycle Racing Association of Northern Nevada, Rnd 1, Mason Valley Dirt Squirts, Yerington. Info: 775/322-1499

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 1, U.S. Eastern MX Spring Series, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park Inc., Newburg. Info: 717/249-6036.

SOUTH CAROLINA ENDURO - Sandlapper Enduro, Pelion. Info: 803/356-4556.

WASHINGTON MOTOCROSS - Outlaw Racing, Mabton Dunes, Mabton. Info: 509/575-1916.

## Tues, Mar 2

FLORIDA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Kirton Ranch, Okeechobee. Info: 304/284-0084.

## Wed, Mar 3

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

## Mar 3-7

FLORIDA MOTORCYCLE SHOW - Cycle World, Daytona International Motorcycle Show, Advanstar Expositions, Daytona International Speedway, Daytona Beach. Info: 800/331-5706 or www.mvgonline.com.

## Mar 5-6

NEW MEXICO ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Hobbs. Info: 940/683-4742.

## Mar 5-7

* OHIO MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.


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PRO / EXPERT FRI. & SAT.
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Races 7:30pm

YOUTH / AMATEUR SUNDAY
Registration 6:30-8am
Practice 8am
Heats 11am • Races 2pm

1999 PJ1 NATIONAL ARENACROSS SERIES

| | | |
|---|---|---|
| FEBRUARY | | |
| 5-7 | LJVM Coliseum<br>East Region Finals | Winston-Salem, Nc |
| 12-14 | Lazy E Arena | Guthrie, Ok |
| 19-21 | Denver Coliseum<br>Central Region Finals | Denver, Co |
| 26-28 | Arco Arena | Sacramento, Ca |
| MARCH | | |
| 5-7 | Portland Mem. Coliseum | Portland, Or |
| 19-21 | San Jose Arena | San Jose, Ca |
| 26-28 | Delta Center<br>West Region Finals | Salt Lake City, Ut |

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PACE MOTOR SPORTS

# PROMOTIONS AND EVENTS COORDINATOR
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Bombardier Recreational Products is the driving force behind the exhilarating Sea-Doo® watercraft, Ski-Doo® snowmobile, Sea-Doo® Sport Boat, the Bombardier NV™ and the new Traxter™ ATV product lines. As a billion-dollar company with 47,000 employees worldwide, we have an ongoing need to recruit qualified professionals.

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# RACING ON THE TUBE
## JANUARY BROADCASTS

| DATE | TIME | EVENT | NETWORK |
|---|---|---|---|
| 2/9/99 | 12:00 AM | AMA Arenacross - Des Moines | Speed |
| 2/9/99 | 2:00 AM | FIM World Supercross - Brazil | Speed |
| 2/9/99 | 12:00 PM | AMA Superbike - Willow Springs | Speed |
| 2/9/99 | 1:00 PM | FIM World Supercross - Paris | Speed |
| 2/9/99 | 2:00 PM | Moto Liberty 125 - Laguna Seca | Speed |
| 2/9/99 | 2:30 PM | World Ducati Weekend - Robert Carradine, host | Speed |
| 2/9/99 | 7:00 PM | American Thunder - Mikuni Bike Show | Speed |
| 2/9/99 | 7:30 PM | Bike Week - Larry Maiers, host | Speed |
| 2/9/99 | 8:00 PM | AMA Arenacross - Des Moines | Speed |
| 2/9/99 | 10:00 PM | FIM World Supercross - Brazil | Speed |
| 2/9/99 | 11:00 PM | American Thunder - Mikuni Bike Show | Speed |
| 2/9/99 | 11:30 PM | Bike Week - Larry Maiers, host | Speed |
| 2/10/99 | 7:00 AM | Bike Week - Larry Maiers, host | Speed |
| 2/10/99 | 7:30 AM | American Thunder - Mikuni Bike Show | Speed |
| 2/10/99 | 5:00 PM | Bike Week - Larry Maiers, host | Speed |
| 2/10/99 | 5:30 PM | American Thunder - Mikuni Bike Show | Speed |
| 2/11/99 | 3:00 PM | AMA Supercross - Seattle (R) | ESPN2 |
| 2/11/99 | 6:30 PM | MotoWorld | ESPN2 |
| 2/12/99 | 2:30 AM | MotoWorld | ESPN2 |
| 2/12/99 | 7:00 AM | Bike Week - Larry Maiers, host | Speed |
| 2/12/99 | 7:30 AM | Bike Week - Larry Maiers, host | Speed |
| 2/13/99 | 1:30 AM | American Thunder - Mikuni Bike Show | Speed |
| 2/13/99 | 7:00 AM | American Thunder - Mikuni Bike Show | Speed |
| 2/13/99 | 12:00 PM | AMA Supercross - Anaheim | ESPN2 |
| 2/13/99 | 7:30 PM | American Thunder - Mikuni Bike Show | Speed |
| 2/14/99 | 5:00 PM | AMA Arenacross - Des Moines | Speed |
| 2/15/99 | 3:00 AM | MotoWorld | ESPN2 |
| 2/16/99 | 12:00 AM | AMA Arenacross - Fort Worth | Speed |
| 2/16/99 | 2:00 AM | FIM World Supercross - Leipzig | Speed |
| 2/16/99 | 3:00 AM | Legends of Motorsport - Focus 500 | Speed |
| 2/16/99 | 12:00 PM | AMA Superbike - Sears Point (5/3/98) | Speed |
| 2/16/99 | 1:00 PM | FIM World Supercross - Brazil | Speed |
| 2/16/99 | 2:00 PM | AMA Arenacross - Des Moines | Speed |
| 2/16/99 | 6:30 PM | Legends of Motorsport - Focus 500 | Speed |
| 2/16/99 | 7:00 PM | American Thunder - Eclectic | Speed |
| 2/16/99 | 7:30 PM | Bike Week - Larry Maiers, host | Speed |
| 2/16/99 | 8:00 PM | AMA Arenacross - Fort Worth | Speed |
| 2/16/99 | 10:00 PM | FIM World Supercross - Leipzig | Speed |
| 2/16/99 | 11:00 PM | American Thunder - Eclectic | Speed |
| 2/16/99 | 11:30 PM | Bike Week - Larry Maiers, host | Speed |
| 2/17/99 | 4:00 AM | AMA Supercross - Anaheim (R) | ESPN2 |
| 2/17/99 | 7:00 AM | Bike Week - Larry Maiers, host | Speed |
| 2/17/99 | 7:30 AM | American Thunder - Eclectic | Speed |
| 2/17/99 | 5:00 PM | Bike Week - Larry Maiers, host | Speed |
| 2/17/99 | 5:30 PM | American Thunder - Eclectic | Speed |
| 2/18/99 | 6:30 PM | MotoWorld | ESPN2 |
| 2/19/99 | 2:30 AM | MotoWorld | ESPN2 |
| 2/19/99 | 3:00 AM | Legends of Motorsport - On The Surface | Speed |
| 2/19/99 | 7:00 AM | Bike Week - Larry Maiers, host | Speed |
| 2/19/99 | 7:30 AM | Bike Week - Larry Maiers, host | Speed |
| 2/19/99 | 6:30 PM | Legends of Motorsport - On The Surface | Speed |
| 2/20/99 | 7:00 AM | American Thunder - Eclectic | Speed |
| 2/20/99 | 7:30 PM | American Thunder - Eclectic | Speed |
| 2/21/99 | 5:00 PM | AMA Arenacross - Fort Worth | Speed |
| 2/21/99 | 10:00 PM | AMA Supercross - Tampa | ESPN2 |
| 2/22/99 | 3:00 AM | Motoworld | ESPN2 |
| 2/23/99 | 12:00 AM | AMA Arenacross - Hampton | Speed |
| 2/23/99 | 2:00 AM | FIM World Supercross - Genoa | Speed |
| 2/23/99 | 12:00 PM | AMA Superbike - Road Atlanta (5/30/98) | Speed |
| 2/23/99 | 1:00 PM | Back to School - Freddie Spencer's Cycle School | Speed |
| 2/23/99 | 2:00 PM | AMA Arenacross - Fort Worth | Speed |
| 2/23/99 | 2:00 PM | AMA Supercross - Tampa (R) | ESPN2 |
| 2/23/99 | 7:00 PM | American Thunder - Del Mar | Speed |
| 2/23/99 | 7:30 PM | Bike Week - Larry Maiers, host | Speed |
| 2/23/99 | 8:00 PM | AMA Arenacross - Hampton | Speed |
| 2/23/99 | 10:00 PM | FIM World Supercross - Genoa | Speed |
| 2/23/99 | 11:00 PM | American Thunder - Del Mar | Speed |
| 2/23/99 | 11:30 PM | Bike Week - Larry Maiers, host | Speed |
| 2/24/99 | 3:00 AM | Legends of Motorsport - Silverstone Dream - 1979 | Speed |
| 2/24/99 | 7:00 AM | Bike Week - Larry Maiers, host | Speed |
| 2/24/99 | 7:30 AM | American Thunder - Del Mar | Speed |
| 2/24/99 | 5:00 PM | Bike Week - Larry Maiers, host | Speed |
| 2/24/99 | 5:30 PM | American Thunder - Del Mar | Speed |
| 2/24/99 | 6:30 PM | Legends of Motorsport - Silverstone Dream - 1979 | Speed |
| 2/25/99 | 3:00 AM | Legends of Motorsport - Austrian Enduro - 1981 | Speed |
| 2/25/99 | 6:30 PM | Legends of Motorsport - Austrian Enduro - 1981 | Speed |
| 2/25/99 | 6:30 PM | MotoWorld | ESPN2 |
| 2/26/99 | 2:30 AM | MotoWorld | ESPN2 |
| 2/26/99 | 7:00 AM | Bike Week - Larry Maiers, host | Speed |
| 2/26/99 | 7:30 AM | Bike Week - Larry Maiers, host | Speed |

**All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.**

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

OREGON ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Portland Memorial Coliseum, Portland. Info: 817/246-7400 or www.arenacross.com.

### Mar 6-7

* LIFORNIA GRAND PRIX - AMA, District 37, Prairie Dogs MC, Malcolm Smith Motorsports, Glen Helen Raceway Park, San Bernardino. Info: 714/256-1245.

* MISSISSIPPI ARENACROSS - Mid-South Arenacross Promotions, Lee County Agri-Center, Verona. Info: 601/842-3397.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

### Sat, Mar 6

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

### Sun, Mar 7

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* ARIZONA MOTOCROSS - AMX E-Zup, Dealer Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA MOTOCROSS - CMA, Club Moto, Livermore. Info: 209/673-8080 or 949/443-MOTO.

CALIFORNIA GRAND PRIX - CRC, Bandido Grand Prix, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Dave Coupe Promotions, Marysville E Street Sand Track, Marysville. Info: 530/673-5956 or dcoupe16@hotmail.com.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 2, Palomar Adventure, Aguanga. Info: 818/701/1913.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 6, Old Crow Hare Scrambles, Livermore.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Perris Raceway, Perris. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Perris Raceway, Perris. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-AM Championship, Club Moto, Livermore. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Tulare. Info: 559/673-8080.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

GEORGIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Paradise Park, Macon. Info: 304/284-0084.

* GEORGIA MOTOCROSS - AMA, District 9, 11th annual Georgia State Championship Series, Echeconnee MX, Macon. Info: 912/788-8227 or 788-0413.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

MEXICO MOTOCROSS GP - Too Much Fun Promotions, La Playa Motocross GP Series, Rosarito, BC, Mexico. Info: 011-52-661-2-25-25 or www.toomuchfun.com.mx.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* NORTH CAROLINA MOTOCROSS - Devils Ridge, U.S. Eastern MX Spring Series, AMA, District 29, Sanford. Info: 919/776-1767.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO MOTOCROSS - Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

### Mar 12-13

OREGON ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Prineville. Info: 940/683-4742.

### Mar 12-14

MISSOURI MOTORCYCLE SHOW - Cycle World, International Motorcycle Shows, America's Center, St. Louis. Info: 800/331-5706 or www.mvgonline.com.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Mid-South Coliseum, Memphis. Info: 817/246-7400.

### Fri, Mar 12

CALIFORNIA INDOOR MC SWAP MEET - Inter-Shows Motorsport Promotions Inc., Orange County Fairgrounds, Costa Mesa. Info: 949/582-2371.

### Mar 13-14

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Death Valley, Ridgecrest. Info: 8181348-8381.

MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* SOUTH CAROLINA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 1, Camp Coker Motorsports Park, Society Hill. Info: 423/323-5497 or wwwvictory-sports.com.

* SOUTH CAROLINA MOTOCROSS - Pro-Am Series, AMA, United States Mega Series, Camp Coker Motorsports Park, Society Hills. Info: 423/323-5497 or wwwvictory-sports.com.

### Sat, Mar 13

ARIZONA DRAG RACING - AMA, Prostar West Drag Racing Series, Rnd 1, Tucson. Info: 256/852-1101.

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, JB Track, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA ENDURO - AMA, District 36, Timekeepers MC Family Enduro, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* CALIFORNIA MOTOCROSS - CMC/Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or ww.trailwayspeedway.com.

### Mar 14-28

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

### Sun, Mar 14

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, Saddle Glen Track and JB Track, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA ENDURO - AMA, District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* CALIFORNIA POKER RUN - AMA, District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timkeepersmc.com.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, Glen Helen, San Bernardino. Info: 760/744-8052.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 4, Special Guests OTHG, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang, CMXR, Carlsbad Raceway, Carlsbad. Info: 562/941-1515.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, La Grange. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Tulare. Info: 559/673-8080.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

IDAHO MOTOCROSS - Owyhee MC Club, Boise. Info: 208/384-5512.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Cadiz. Info: 615/859-0873 or msws.org.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motosports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.

NEVADA HARE SCRAMBLES - District 36, Rnd 7, Fernley.

* NEVADA MOTOCROSS - Moto X West, Reno Over The Hill Gang, Rnd 3 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble State Line MC Club, Grover. Info: 704/937-9177 or 704/484-9000.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE EXPO - J&P Promotions, 11th annual Indoor Bike Show and Motorcycle Parts Extravaganza, Farm Show Complex, Harrisburg. Info: 319/462-6011.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports, Rnd 3, U.S. Eastern Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Season Opener, Connell. Info: 206/433-8706 or www.geocities.com/motorcity/downs/2416.

### Mar 18-21

* TEXAS MOTOCROSS - 23rd annual GNC International MX Finals, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

### Mar 19-20

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

### Sat, Mar 20

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light Spring Classic, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 5, Mini Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

SOUTH CAROLINA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Big Buck, Cross Keys. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, NE Area Qualifier, Spring Series Warmup, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

### Mar 19-21

KANSAS ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Kansas Coliseum, Wichita. Info: 817/246-7400.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, UTC Arena, Chattanooga. Info: 817/246-7400.

### Mar 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, San Jose Arena, San Jose. Info: 817/246-7400 or www.arenacross.com.

CALIFORNIA MOTOCROSS - International Old-Timers Motocross, Central Valley Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA MOTOCROSS - Riverside Old-Timers International Event, Tulare Cycle Park, Tulare. Info: 714/996-8327.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Area Qualifier, Rnd 4, U.S. Eastern Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

### Sun, Mar 21

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA DUAL SPORT - Pediatric Brain Tumor Foundation, Ride For Kids, San Bernardino. Info: 828/665-6891.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC, AMA, District 36, 3rd annual Phantom Scrambles, Hollister Hills, SVRA, Hollister. Info: 408/265-2122 or http://www.ama-d36.org/.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Glen Helen Raceway, San Bernardino. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Hungry Valley MX, Gorman. Info: 909/657-8845.

CALIFORNIA ENDURO - AMA, District 37, Prospectors MC, Searles Station, Red Mountain, Ridgecrest. Info: 310/322-3612.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Rnd 1, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Club Moto, Livermore. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Madera. Info: 559/673-8080.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

NEVADA HARE SCRAMBLES - WSRA, European Scrambles, MRANN, Rnd 2, Stead. Info: 775/322-1499.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, 24th annual Yamaha-Sponsored Raceway Park Championship season opener, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Blendzall Day, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - AMA, District 6, Pagoda Motorcycle Club, Birdsboro. Info: 610/582-3717.

SOUTH CAROLINA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Big Buck, Cross Keys. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 4, U.S. Eastern MX Spring Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, RB Racing, Connell. Info: 509/349-7181.

### Mar 26-28

UTAH ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Delta Center, Salt Lake City. Info: 817/246-7400 or www.arenacross.com.

### Fri, Mar 26

* UTAH ARENACROSS - AMA, PACE Motor Sports PJ1 National Arenacross Series, Delta Center, Salt Lake City. Info: 630/566-6100 or www.arenacross.com.

### Mar 27-28

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Death Valley, Ridgecrest. Info: 818/348-8381.

GEORGIA DRAG RACE - AMA, Prostar, 8th annual Superdrags, Atlanta. Info: 256/852-1101.

IDAHO MOTOCROSS - Owyhee MC Club, Boise. Info: 208/384-5512.

MISSOURI MOTOCROSS - AMA, Loretta Lynn's Area Qualifier, Midwest Motosport, Kahoka. Info: 660/727-3301.

### Sat, Mar 27

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 6, Winter Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/REM, Glen Helen, San Bernardino. Info: 714/996-8327.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, normal Semi-Pro race day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

### Sun, Mar 28

* ARIZONA MOTOCROSS - AMX E-Zup Dealer Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - SRA GP, Perris Raceway, Perris. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 9, Diamondback Hare Scrambles, Doyle.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Hungry Valley, Hungry Valley. Info: 562/941-1515:

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Oatfield, Turlock. Info: 909/653-4042 or 209/656-9682.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Barona Oaks, Ramona. Info: 909/657-8845.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Hollister. Info: 559/673-8080.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

## FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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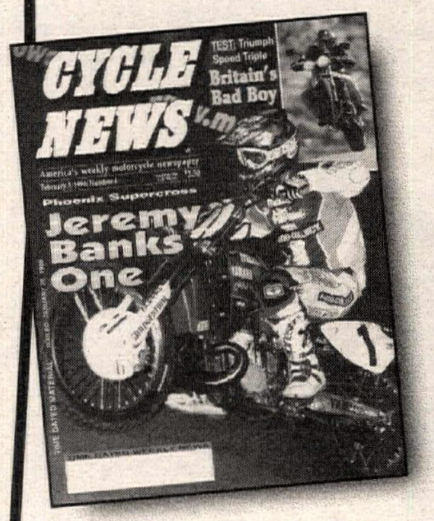


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# WANT ADS

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### Service Manager
Large multiple franchise dealer in Northern Virginia needs an experienced manager in Service Department. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the PowerSport industry, call today. Excellent pay, benefits and relocation assistance. Coleman Powersport (703)237-3400 or (800)888-3619 Ric Leary. VA

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### BMW Technician Wanted
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### Mechanics Wanted
Busy So. Cal Honda, Kawasaki, Sea-Doo dealer needs two mechanics ASAP, experienced need only apply. Please call Joe. (562)531-1225. CA

### Sales Person Immediately
Dick Allen Yamaha Honda Sea-Doo. (805)259-8460. CA

### Service Technicians
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### Service Technicians/Parts Person
Established Honda Yamaha dealer in San Francisco area seeks experienced Service Technician and Parts Person, top pay for right person, 5 day work week, benefits and paid vacation. Call Greg or Jeff (707)643-2548. CA

### BMW Motorcycle Sales, Service & Parts
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### Parts and Service
Expanding multi-line motorcycle dealership looking for full and part-time Service and Parts help. Boston area. Please fax resume to (617)628-5812 or call Al at (617)628-6400. MA

### Service Technician Wanted
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### Parts & Accessory Manager
Experienced manager wanted for busy parts department. Previous experience in parts and accessories required for multi-line dealership. Need a team player with great customer service skills. Salary/Commission based on experience. (will include benefits) Mail resume to 2685 Kietzke Lane Reno, NV 89502 or Fax to (775)825-8666. NV

### Watercraft Race Team Mechanic Wanted
Experienced race mechanic wanted for Rocket Ship Sea-Doo Race Team. Headquarters located in Lake Havasu. Serious inquiries only. (520)680-6284. AZ

### Sales Manager Needed
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### Service Technician
Growing multiline motorcycle, ATV, watercraft, snowmobile dealership. Minimum 3 years experience. Mail resume to: Leightons Cycle, 29 Calef Hwy, Lee, NH, 03824. Fax (603)868-1720, phone (603)868-7550, ask for Terry. NH

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### Technician Wanted
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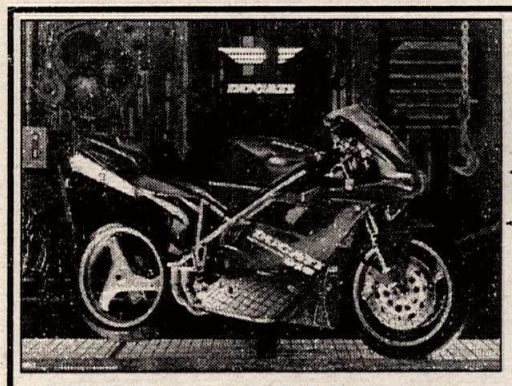

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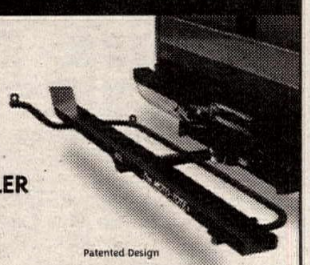

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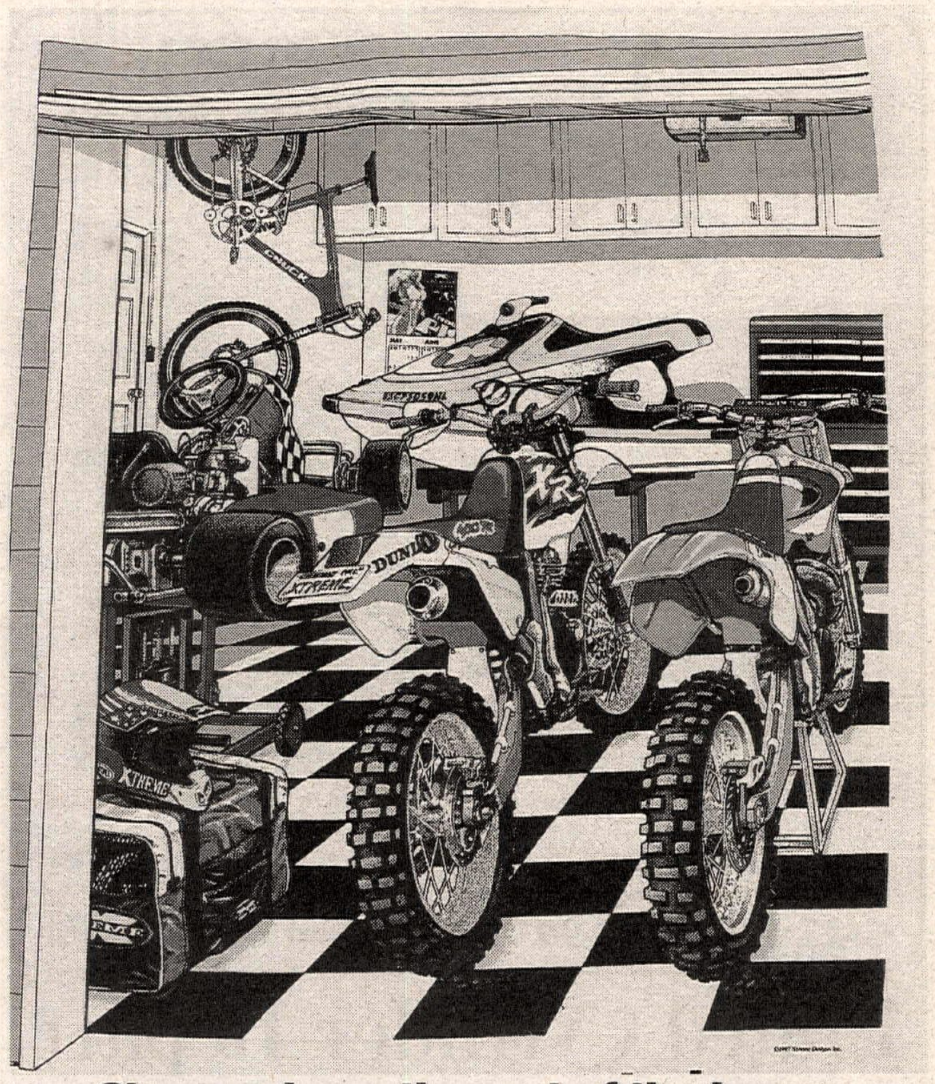

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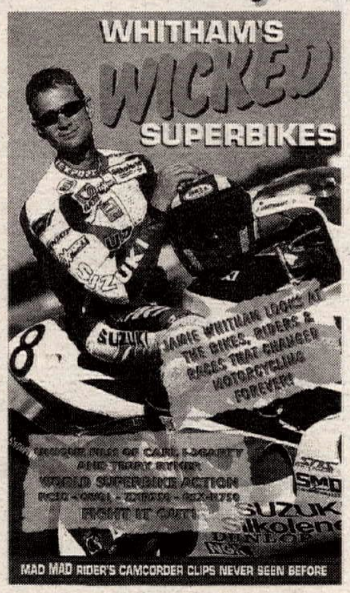


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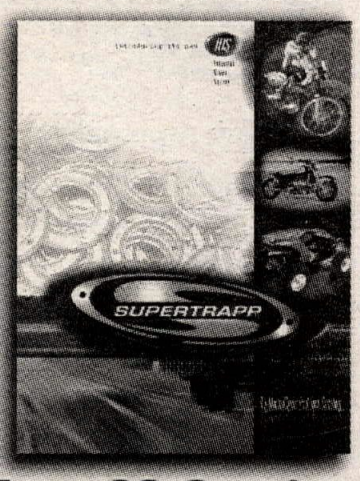


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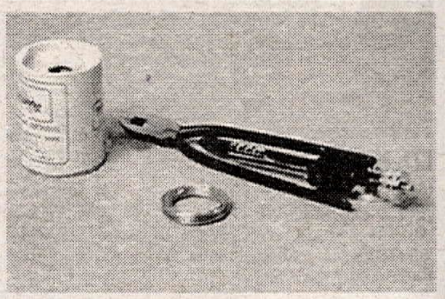

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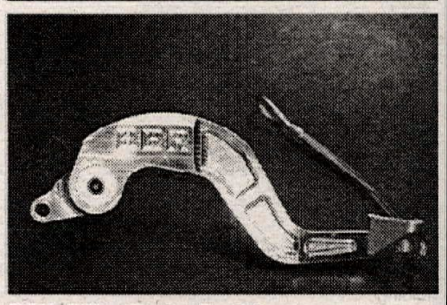


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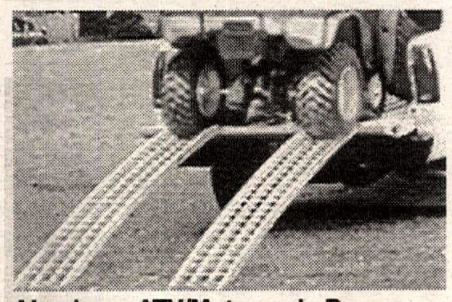

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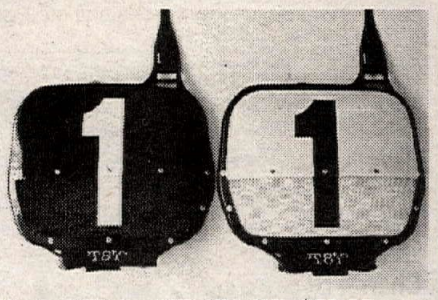

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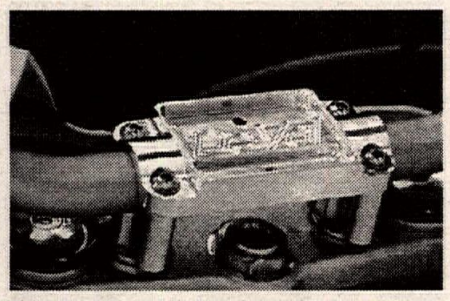

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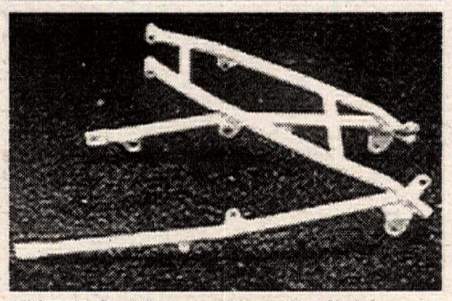

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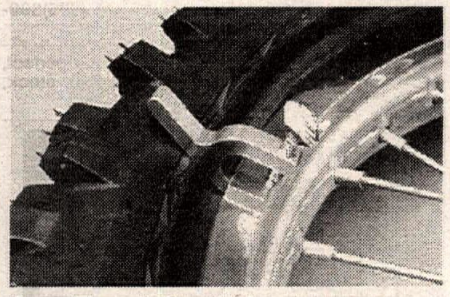

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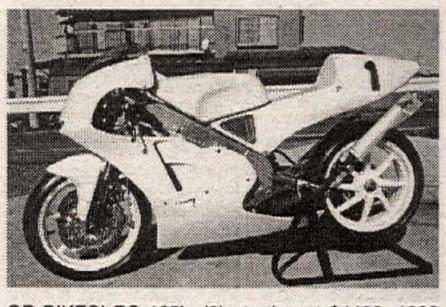

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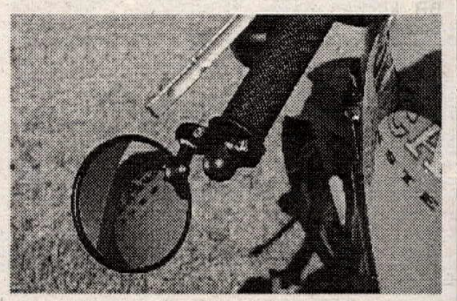

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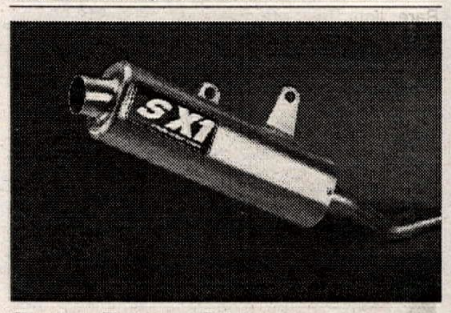


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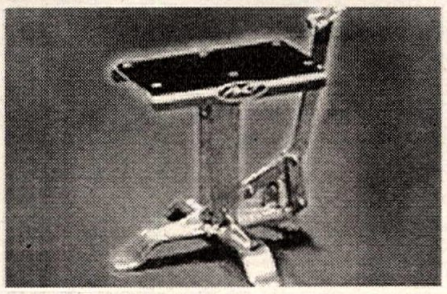

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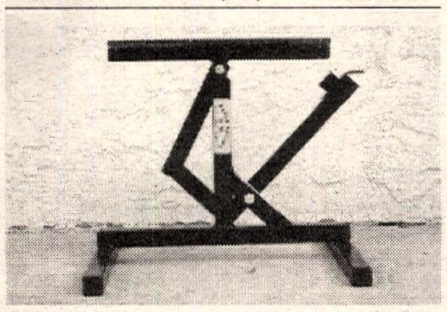

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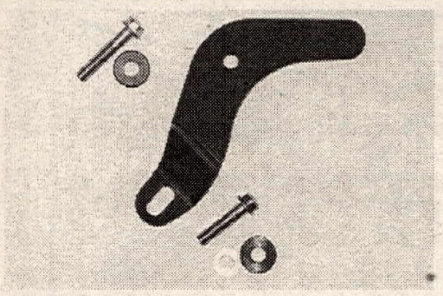

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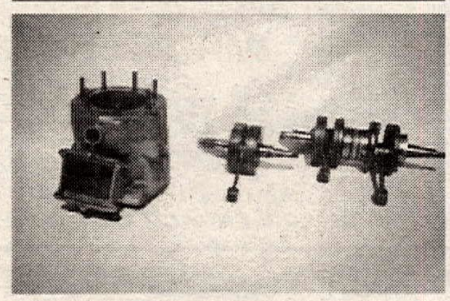

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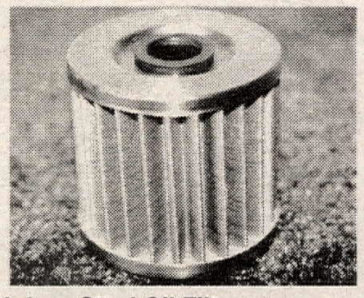

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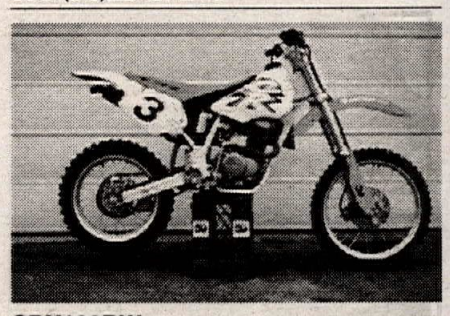

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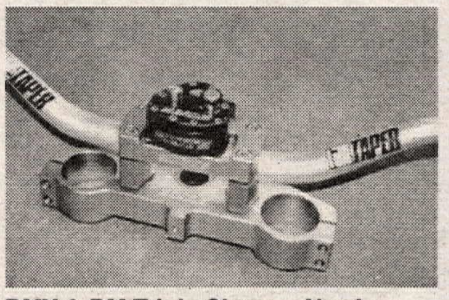


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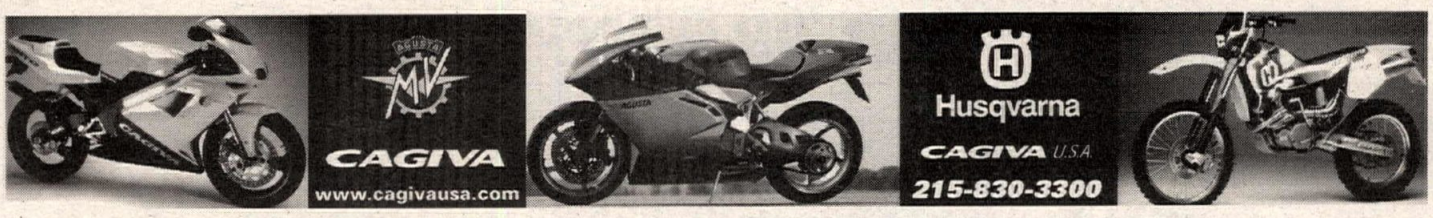


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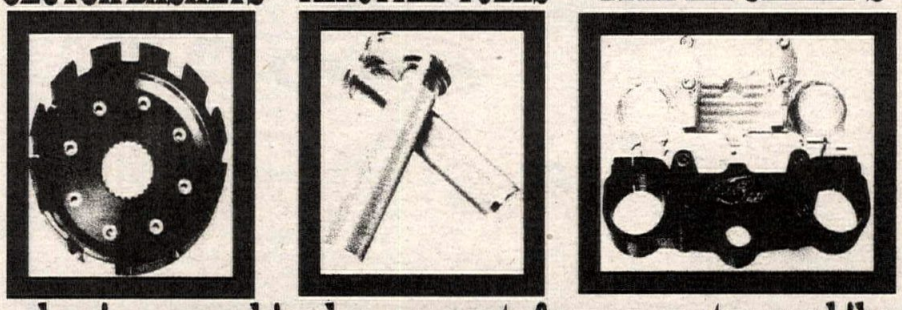
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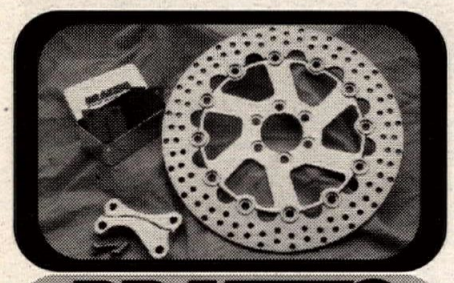

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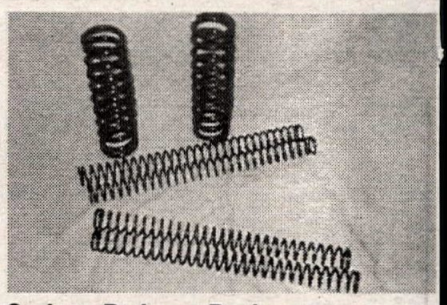

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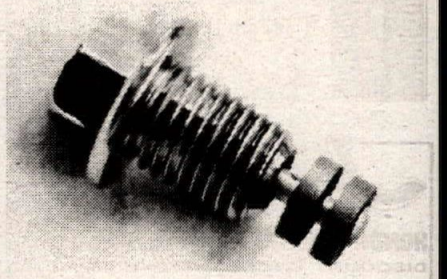

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# Day Six

KIT PALMER

I'm on a roll. It's been two full years since my last ticket (or should I say, "moving violation"?). A while back, it seemed that I had a huge sign on my back reading: Tickets Wanted. If I didn't put my foot down at an intersection - busted. If I just cracked the 55-mph speed barrier - busted. If I even clipped the bicycle lane - busted. If I crossed the double yellow line - busted. And to make matters worse, these tickets always seemed to come in bunches.

But, in all honesty, I can't complain. For every ticket I've amassed, I've probably "gotten out" of at least two or three. I wish I could attribute this to quick thinking or by saying the right things to the officers who pulled me over, but - more or less - I have to attribute it to just plain good luck.

Many times, paperwork seems to get me out of trouble. Oftentimes, things get a little messy when I get pulled over on a test bike and have to explain who actually owns the motorcycle. Usually the manufacturers are pretty good about supplying us with the proper paperwork, such as a loan agreement, the motorcycle's registration, an up-to-date license plate and tag, and all that - but not always. And it always seems to be *that* bike that I get pulled over on.

One time, late at night, I was motioned to the freeway's shoulder because I was (admittedly) speeding. It was cold out, and I guess I was a little too anxious to get home. The highway patrolman asked me for my license. I handed it to him, hoping he wouldn't notice that I had let my Class C1M (motorcycle) license lapse. He noticed. He asked me for the bike's registration. I looked under the seat and - pretty much as I had expected - there was no little white piece of paper. He asked me why the bike I was riding had no license plate even though, at one time or another, one had been issued to it. I didn't know. He asked me where I got the bike. Errg. Here we go. This is the question I hate most of all.

The officers always respond: "Editor? Magazine? Test bike? Oh, really."

So, here I was, busted for speeding, no license, no registration, no license plate - the works. This is going to be a long night, I thought.

The highway patrol officer must have thought the same thing. After a lengthy discussion with his partner, he eventually walked back to me and said, "Here's your license. Have a nice night and take care of all this stuff. And keep the speeds down."

Suddenly, it wasn't so cold out anymore and I rode 55 mph the rest of the way home. I'm guessing that the ton of paperwork the officer would have had to fill out just wasn't worth it. Maybe his shift was just about to end. Maybe I should stop asking why.

A similar situation happened to me a few weeks later while riding a Cagiva Elephant (remember those?), but that time I was initially stopped for not putting my foot down at a stop sign. Then he said I accelerated too quickly (on an Elephant?). This all led to another registration/paperwork headache. He gave me a choice: I could take the not-putting-my-foot-down-and-accelerating-too-quickly ticket, which would go down on my driving record, or I could take a sort of "fix it" ticket and get the registration stuff taken care of, which would not go down on my driving record. I chose the latter, but I'm still not sure if that was the right choice - Cagiva and paperwork; need I say more?

More recently, I was driving home from work on the freeway, less than one hour into my well-earned vacation. Ah, the beach, the barbecues, the trail-riding, the mountain-bike riding, the lake... The week is going to be great. Yes, I was daydreaming.

The motorcycle cop behind me knew I was daydreaming, too. After all, he had been following me for miles - the two of us doing roughly 80 mph in tandem - before I finally noticed him when he gave me a quick blast of his siren. Busted. Red-handed. If the BMW R1100RT I was riding were a gun, smoke would have been pouring out the pipes. I wasn't even about to argue. Where do I sign?

As he was writing, he started asking questions about the bike and the magazine I work for. He said he reads *Cycle News* but went on to say how he thought that all magazines - not just motorcycle magazines - base their tests and product evaluations on advertising.

"They (the magazines) always say everything is great," he said.

I quickly countered (while, however, covering up any tone of anger in my voice). I told him that, at least with us, this isn't true. We chatted long after I signed on the dotted line.

About seven months and one traffic-school graduation later, I was heading to work in the morning on a GSX-R1100, motoring along with the proverbial flow of traffic when, in the corner of my eye, I see a motorcycle wheel pull up alongside me. Further investigation revealed a highway patrolman signaling me to pull over. I did.

I surrendered to him my well-used driver's license. He studied it for what seemed a long time, looked up at me and asked, "Haven't I seen you before?"

As a matter a fact, he did look a little familiar. Then it hit me: This was the same cop who busted me on the BMW seven months earlier.

"Ah - maybe," I said.

"Yeah. You're the guy I pulled over on the BMW, aren't you?"

"Ah - maybe."

"I remember now: You work at that cycle magazine - what was it? Cycle World!"

"Ah - yeah," I finally gave in. "That was me."

He looked a little disgusted.

I figured at this point that it was just best not to say anything. Might as well savor the moment. I just stood there, smiled and shrugged my shoulders, showing him the palms of my hands.

"You know," he said, "in your line of work, you probably don't need another one of these."

"Ah - yeah."

He handed my license back to me and said, "Try to keep the speeds down and have a nice day."

So, you see, I can't take the credit for talking my way out of that one. Sometimes just looking really stupid does the trick.

There are times, however, when nothing works and traffic school is in your future. My last class wasn't too bad, really. At first, it was comforting to see another helmet-carrying person in the class. I looked out the window and saw a Pacific Coast parked out front. I couldn't decide whether or not the cop had given him a ticket for speeding or for riding a PC. I found out later that it was for speeding.

It never seems to fail that the subject of motorcycles comes up during traffic school, which is always succeeded by the subject of lane-splitting, something that is still legal in California (and should be in all states).

At this particular gathering, a woman, describing herself as a housewife, started going on and on about how motorcycles "zoom in and out of traffic" and how they "startle" her when they go by. Of course, others agreed and hopped on the we-hate-motorcycles bandwagon. The PC guy and I just rolled our eyes and bit our lips. Things could've gotten ugly had one of us spoken up. I've learned to avoid lane-splitting debates at all costs; I just get too fired up.

Instead, much to my amazement, the "teacher" - an off-duty police officer - answered back in favor of us motorcyclists. He explained to her and everyone else in the room that it's legal to split lanes in California - and for good reason, he added. He went on to say that lane-splitting helps alleviate gridlock; that motorcycle cooling systems aren't as efficient as those of automobiles and that, as a result, motorcycles must keep moving to keep from overheating; that most motorcyclists are skilled riders; and, most importantly, that this country and the environment would be much better off if more people rode motorcycles. Amen.

The jam-packed room suddenly became very quiet. The housewife and everyone else seemed to accept his reasoning.

It was nice to leave the place knowing that there would be at least 50 more motorists out there who might cut us motorcyclists a bit more slack in the future.

Anyway, I have been lucky lately, and I will continue to keep my fingers crossed and my eyes scanning. Maybe my editor, Paul Carruthers, should do the same, as his latest ride ended with the GSX-R600 he was riding strapped to the back of a flatbed bound for Impound Land. Some cops just don't have a sense of humor. CN

# Looking Back

## 30 YEARS AGO... FEBRUARY 25, 1969

Four-time World Speedway Champion **Barry Briggs** showed up to the Houston Astrodome to ride the short track on a radically modified BSA and made the main, where he finished last. An Ohio dairyman named **Ronnie Rall** (Bul) beat a Michigan toolmaker by the name of **Bart Markel** (H-D) to win the Expert main. **Dave Aldana** (BSA) won the Amateur main event. In the Expert TT, **Skip Van Leeuwen** (Tri) held off a determined **Mark Brelsford** (H-D) for the win. **Keith Mashburn** (Tri) won the Amateur TT... A huge crowd showed up to watch riders do battle in the incredibly muddy conditions at the **Elsinore Grand Prix**. Husqvarna-mounted **Gunnar Linstrom** scored the overall win... Our test of the new three-cylinder **Triumph Trident** began: "If a $1700 price tag doesn't shake you up too much and you want a motorcycle that will do nearly 100 mph - in third gear - trot down to your neighborhood Triumph dealer and have a look at the Trident."

## 20 YEARS AGO... FEBRUARY 21, 1979

Factory Yamaha teammates **Mike Bell** and **Bob Hannah** took one win apiece during the back-to-back rounds of AMA/Toyota Supercross racing at the Seattle Kingdome. Bell won on Friday night, and Hannah won on Saturday night... **Scot Harden** and **Brent Wallingsford** teamed up and scored the win in the SCORE Parker 400 for the second year in a row... **Danny "Magoo" Chandler** (Mai) landed victories in two classes at round six of the CMC Golden State Series MX at Dunlap Cycle Park in Dunlap, California. Chandler won the 250cc and 500cc Pro classes, while **Broc Glover** (Yam) won the 125cc Pro class... We ran an interview with Yamaha factory race-team manager **Ken Clark**... Our **Championship Enduro** series of articles pressed on, this time dealing with motorcycle preparation... **DG Performance** put together a Yamaha YZ250 project bike for us, showing that you could be competitive with a few well-executed mods on a year-old motorcycle.

## 10 YEARS AGO... FEBRUARY 15, 1989

**Rick Johnson** (Hon) busted out the broom and swept both nights of racing at the Seattle Supercross doubleheader, rounds two and three of the AMA Supercross Series... Kawsaki Team Green's **Larry Roeseler** had a busy weekend. First, he teamed up with former 250cc MX World Champion Danny LaPorte to win the SCORE Parker 400 in the Arizona desert, then he raced up to Hollister, California, in time to net the overall win in the Cowpuncher National Hare & Hound... We tested the **1989 Honda CR125RK**, noting that it featured a powerhouse of a motor... **John Kitsch** (Suz), **Kevin Foley** (Hon) and **Dag Boyesen** (Kaw) each grabbed a share of the $1000 pro purse for taking wins at the opening round of the Florida Supercross Countdown Series at the Motocross of Marion County track in Reddick, Florida... **Jimmy Button** (Hon) nailed the 125cc Intermediate-class win in CMC Golden State MX action at Carlsbad Raceway. CN

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